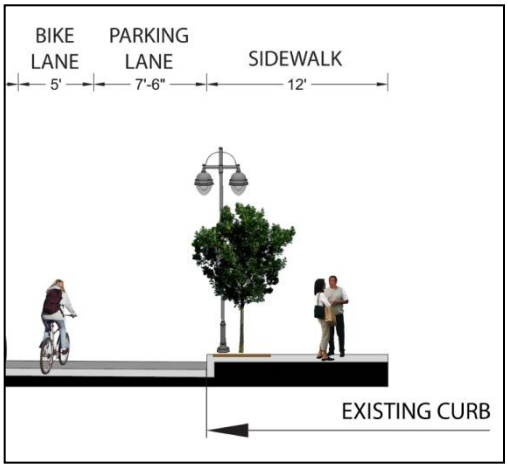
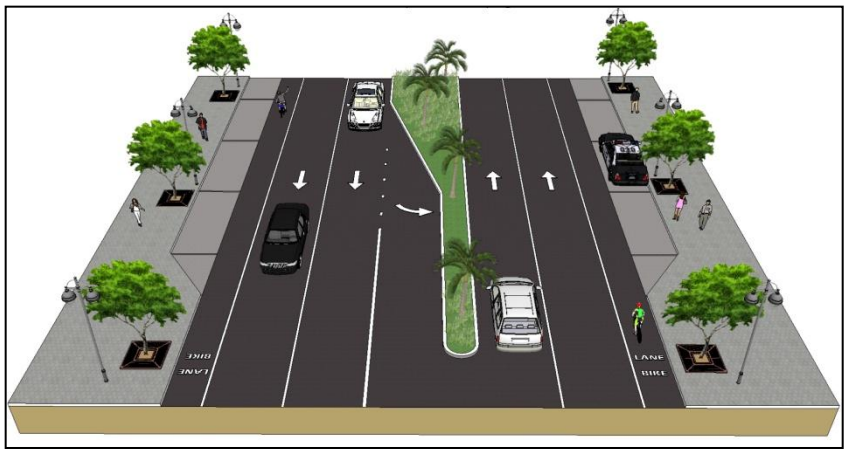
US 61/Tulane Avenue Corridor Improvements

Environmental Assessment

Finding of No Significant Impact





April 2014

US Department of Transportation
Federal Highway Administration

Louisiana Department of Transportation and Development

Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes

State Project No. H.004730
FAP No. DE-3606(502)
RPC Contract No. US61 Ev1

Notice to Reader

This document summarizes the environmental impacts associated with the conceptual design of the proposed Build Alternative. The Build Alternative is preliminary and should not be used for design, construction, or remedial action. Comments received on the Draft EA by resource agencies, local representatives and the public have been incorporated into this Final EA / Finding of No Significant Impact (FONSI).

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

RPC PROJECT NO. US 61 EV1
STATE PROJECT NO. H.004730
FEDERAL AID PROJECT NO. DE-3606(502)
ENVIRONMENTAL ASSESSMENT
US 61 / TULANE AVENUE CORRIDOR IMPROVEMENTS
ORLEANS PARISH, LOUISIANA

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

APPROVED

Carl M. Highsmith

CARL M. HIGHSMITH
PROJECT DELIVERY TEAM LEADER
FEDERAL HIGHWAY ADMINISTRATION
DATE 5-9-14

Table of Contents

TABLE OF CONTENTS

Page

SUMMARY OF PERMITS AND CERTIFICATIONS S-1

SUMMARY OF COMMITMENTS AND MITIGATION MEASURES S-1

ENVIRONMENTAL DETERMINATION CHECKLIST CL-1

EXECUTIVE SUMMARY ES-1

1.0 INTRODUCTION AND PURPOSE AND NEED 1-1
1.1 Project Description 1-1
1.2 Project History 1-4
1.3 Requirements for this Study 1-5
1.4 Proposed Action 1-5
1.5 Purpose and Need 1-6

2.0 PROJECT ALTERNATIVES 2-1
2.1 Alternatives Development Methodology 2-1
2.2 Stage 0 Alternatives 2-1
2.3 Conceptual Alternatives Development 2-3
2.4 Preliminary Evaluation of Conceptual Alternatives 2-6
2.5 Identification of Build Alternatives 2-7
2.6 Alternatives Evaluated in this EA 2-8
2.7 Preferred Alternative 2-12
2.8 Conceptual Engineering Design Layouts 2-12
2.9 Preliminary Implementation Cost Estimate 2-12

3.0 AFFECTED ENVIRONMENT 3-1
3.1 Land Use 3-1
3.2 Demographics / Environmental Justice 3-7
3.3 Community Facilities and Services 3-13
3.4 Transportation and Traffic 3-14
3.5 Utilities 3-22
3.6 Visual Environment 3-23
3.7 Cultural Resources 3-23
3.8 Section 4(f) and Section 6(f) 3-24
3.9 Water Resources 3-26
3.10 Floodplains 3-27
3.11 Geology and Mineral Resources 3-28
3.12 Prime Farmland and Other Soils 3-29
3.13 Hazardous Material Sites 3-29
3.14 Air Quality 3-30
3.15 Noise 3-30
3.16 Upland, Wetland and Aquatic Communities 3-31
3.17 Plants and Wildlife Protected by Law 3-31
3.18 Coastal Zone Management 3-32

4.0 IMPACTS TO THE ENVIRONMENT 4-1
4.1 Land Use and Relocation Impacts 4-1
4.2 Demographics and Environmental Justice 4-2
4.3 Community Facilities and Services 4-3
4.4 Transportation and Traffic 4-4
4.5 Utilities 4-9
4.6 Visual Environment 4-9
4.7 Cultural Resources 4-10
4.8 Section 4(f) and Section 6(f) 4-10
4.9 Water Resources 4-11
4.10 Floodplains 4-12
4.11 Geology and Mineral Resources 4-12
4.12 Prime Farmland and Other Soils 4-13
4.13 Hazardous Material Sites 4-13
4.14 Air Quality 4-13
4.15 Noise 4-16
4.16 Upland, Wetland and Aquatic Communities 4-17
4.17 Plants and Wildlife Protected by Law 4-18
4.18 Coastal Zone Management 4-18
4.19 Construction Effects and Best Management Practices 4-18
4.20 Secondary and Cumulative Effects 4-21

5.0 SUMMARY AND RECOMMENDATION 5-1
5.1 Summary of Environmental Impacts 5-1
5.2 Summary of Permits and Certifications 5-3
5.3 Summary of Commitments and Mitigation Measures 5-3

6.0 AGENCY, TRIBAL COORDINATION, AND PUBLIC INVOLVEMENT 6-1
6.1 Agency and Tribal Coordination 6-1
6.2 Public Involvement 6-4
6.3 Document Distribution 6-8

7.0 REFERENCES CITED 7-1

8.0 ACRONYM LIST 8-1

LIST OF FIGURES

Page

Figure 1-1 Vicinity Map 1-2
Figure 1-2 Study Area Map 1-3
Figure 1-3 LADOTD Project Delivery Process 1-4
Figure 1-4 Existing and Proposed Bicycle Routes 1-9
Figure 2-1 Minimum Reconstruction Alternative Typical Section 2-4
Figure 2-2 Minimum Reconstruction Alternative Typical Section 3-D View 2-4
Figure 2-3 Total Reconstruction Alternative Typical Section 2-5
Figure 2-4 Total Reconstruction Alternative Typical Section 3-D View 2-6
Figure 3-1 Community Facilities and New Development 3-2

Figure 3-2 VAMC and UMC Preliminary Site Plan 3-8
Figure 3-3 Percent Minority 3-10
Figure 3-4 Existing Traffic Signals 3-16
Figure 3-5 Existing Transit 3-17
Figure 3-6 Environmental Constraints 3-25

LIST OF TABLES

Table 2-1 Preliminary Project Implementation Cost Estimate ($ 2012) 2-12
Table 3-1 Regional Population Trends: 1990 to 2010 3-7
Table 3-2 2010 Total Population, Race, and Ethnicity 3-9
Table 3-3 Poverty Status and Median Household Income 3-11
Table 3-4 Tulane Avenue Historic Average Daily Traffic Counts 3-18
Table 3-5 Level of Service Criteria for Intersections 3-19
Table 3-6 Existing Condition Levels of Service 3-20
Table 4-1 Overall Intersection Peak Hour Volumes and Delay for Existing Condition, 2034 No-Build, and 2034 Build (Alternative 1) 4-5
Table 4-2 Summary of Signalized and Un-signalized Intersection Results 4-5
Table 4-3 Potential Impacts to 100-year Floodplain 4-12
Table 4-4 Comparison of Predicted 2034 Build (Alternative 1) and 2034 Bo-Build Delay 4-15
Table 5-1 Summary of Project Features and Impacts 5-1
Table 6-1 Summary of Solicitation of Views Responses from Agencies 6-1
Table 6-2 Summary of Additional Correspondence and Draft EA Comments from Agencies 6-3
Table 6-3 Public Hearing Comment Summary and Responses 6-7
Table 6-4 Draft EA and Final EA FONSI Distribution List 6-8

APPENDICES

Appendix A Agency, Tribal Coordination, and Public Involvement
Appendix B Map Atlas
Appendix C Tulane Avenue Architectural Survey
Appendix D Public Meeting and Public Hearing Summary Reports
Appendix E Traffic Summary

This Page Intentionally Left Blank

Summary of Permits, Certifications, Commitments, and Mitigation Measures

Summary of Permits and Certifications

The following permits and/or certifications would be required for the proposed project:

- Authorization under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over five acres.
- A drainage hydraulic study would be required during design and a development permit would be required prior to commencement of construction.
- A Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources.
- Approval by the Orleans Parish floodplain manager to insure compliance with all local floodplain ordinances and standards.

Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution.
- Air Quality: During the construction of the proposed facility, air quality impacts will be minimized by the project contractor through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- Hazardous Materials: During construction, any site that is found to contain unknown/unrecorded hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- Archaeological Findings: A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
- Tribal Request – Per concurrence statement of no effect in correspondence dated January 17, 2014, a request was issued that construction work be stopped and tribe office contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on construction plans to insure contractors are aware of this. (see item no. 20 in Appendix A).
- Floodplains: Coordination with the local floodplain administrator for Orleans Parish will be conducted for Alternative 1 to insure that the project is designed in compliance with all local floodplain ordinances and requirements.

This Page Intentionally Left Blank

Environmental Determination Checklist

ENVIRONMENTAL DETERMINATION CHECKLIST

State Project No. H.004730
Federal Aid Project No. DE-3606(502)
RPC Contract No. US 61 Ev1
Name: US 61/Tulane Avenue Corridor Improvements
Route: US 61
Parish: Orleans Parish

1. General Information

Status:	( )	Conceptual Layout	( )	Plan-in-Hand
	(X)	Line and Grade	( )	Preliminary Plans
	( )	Survey	( )	Final Design

2. Class of Action

( ) Environmental Impact Statement (EIS)
(X) Environmental Assessment (EA)
( ) Categorical Exclusion (CE)
( ) Programmatic CE (as defined in letter of agreement dated 03/15/95, does not require FHWA approval)

3. Project Description (use attachment if necessary)

The proposed project includes improvements such as median widening, cold mill and overlay with restriping and reconstruction of sidewalks along Tulane from S. Carrollton Avenue to S. Claiborne Avenue in Orleans Parish, New Orleans, Louisiana. The project will implement corridor improvements that will enhance quality of life, livability, and sustainability in the corridor and will support future transportation demand and adjacent land use including pedestrian, bike, and transit system operations. The proposed corridor improvements will consist of amenities associated with a complete streets concept.

4. Public Involvement

(X) Views were solicited on June 2012. Responses are included in Appendix A.
(X) No adverse comments were received.
( ) Comments are addressed in attachment.
( ) Views were not solicited.
( ) A public hearing (P/H)/Opportunity is not required.
( ) An opportunity for requesting a P/H will be afforded upon your concurrence.
( ) Opportunity was afforded, with no requests for P/H.
(X) A Public Hearing was held on January 14, 2014 following distribution of the Draft EA.
(X) A Public Meeting was held on July 24, 2012.

5. Real Estate (If yes, use attachment)		No	Yes
a.	Will additional right-of-way be required? See Appendix A	(X)	( )
b.	Will any relocations be required?	(X)	( )
c.	Are construction or drainage servitudes required?	(X)	( )
d.	Will right-of-way be required from a Wetland Reserve Program (WRP) property?	(X)	( )

6. Cultural and 106 Impacts (If yes, use attachment)		No	Yes
a.	**Section 4(f) or 6(f) lands**		
	Are any impacted by the project? (if so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below) Tulane/Gravier Historic District and Pershing Park	( )	(X)
b.	**Known Historic sites/structures (NRHP eligibility to be determined)**		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below) New Orleans Criminal Courts Building	( )	(X)

c.	**Known Archaeological sites (To be determined following survey)**		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
d.	**Cemeteries**		
	Are any impacted by the project? (if so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
e.	**Historic Bridges**	(X)	( )
7. Wetlands (Attach wetlands finding, if applicable)		**No**	**Yes**
a.	Are wetlands being affected?	(X)	( )
b.	Are other waters of the U.S. being affected?	(X)	( )
c.	Can C.O.E. Nationwide Permit be used?	( )	( )
8. Natural Environment (use attachment if necessary)		**No**	**Yes**
a.	Endangered/Threatened Species/Habitat	(X)	( )
b.	Within 100 Year Floodplain?	( )	(X)
	Is project a significant encroachment in Floodplain?	(X)	( )
c.	In Coastal Zone Management Area?	( )	(X)
	Is the project consistent with the Coastal Management Program?	( )	(X)
	Will a Coastal Use Permit be required?	( )	(X)
d.	Coastal Barrier Island (Grand Isle only)	(X)	( )
e.	Farmlands (use form AD 1006 if necessary)	(X)	( )
f.	Is project on Sole Source Aquifer?	(X)	( )
	Is coordination with EPA necessary?	( )	( )
g.	Natural & Scenic Stream Permit required	(X)	( )
h.	Is project impacting a waterway?	(X)	( )
	Has navigability determination been made?	(X)	( )
	Will a U.S. Coast Guard permit or amended permit be required?	(X)	( )
9. Physical Impacts (use attachment if necessary)		**No**	**Yes**
a.	Is a noise analysis warranted (Type I project)	(X)	( )
	Are there noise impacts based on violation of the (NAC)?	( )	( )
	Are there noise impacts based on the 10 dBA increase?	( )	( )
	Are noise abatement measures reasonable and feasible?	( )	( )
b.	Is an air quality study warranted?	(X)	( )
	Do project level air quality levels exceed the NAAQS for CO?	( )	( )
	Is project in a non-attainment area for Carbon monoxide (CO), Ozone (O_3), Nitrogen dioxide (NO_2), or Particulates (PM-10)?	(X)	( )
d.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?	( )	(X)
e.	Are construction air, noise, & water impacts major?	(X)	( )
f.	Are there any known waste sites or USTs?	( )	(X)
	Will these sites be tested prior to purchase of right-of-way?	(X)	( )
10. Social Impacts (use attachment if necessary)		**No**	**Yes**
a.	**Land use changes**	(X)	( )
b.	**Churches and Schools**		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
c.	**Title VI Considerations**	(X)	( )
d.	**Will any specific groups be adversely affected (i.e., minorities, low-income, elderly, disabled, etc.)?**	(X)	( )

e.	**Hospitals, medical facilities, fire police**		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below) UMC and VA are under construction adjacent to Tulane Ave.	( )	(X)
f.	**Transportation pattern changes**	( )	(X)
g.	**Community cohesion**	(X)	( )
h.	**Are short-term social/economic impacts due to construction considered major?**	(X)	( )
i.	**Do conditions warrant special construction times (i.e., school in session, congestion, tourist season, harvest)?**	(X)	( )
j.	**Were Context Sensitive Solutions considered?** (If so, explain below)	(X)	( )
k.	**Will the roadway/bridge be closed? (If yes, answer questions below)**	(X)	( )
	Will a detour bridge be provided?	(X)	( )
	Will a detour route be signed?	(X)	( )

11. Other

Preparer: URS Corporation
Date: March 2014

Attachments

(X) S.O.V. and Responses and other Agency Correspondence (Appendix A - Agency, Tribal Coordination, and Public Involvement)
(X) Project Description Sheet (Chapters 1.0, 2.0, & 3.0)
(X) Traffic Study Report, December 2012 (Stand-alone document on file with LADOTD)
(X) Exhibits and/or Maps (included in EA Document)
(X) Map Atlas (Appendix B / Conceptual Plan - Profiles)
(X) Standing Structures Survey, January 2013 (Stand-alone document on file with LADOTD)
(X) Public Meeting Summary Report August 2012 (Appendix D and a stand-alone document on file with LADOTD)
(X) Public Hearing Summary Report February 2014 (Appendix D and stand-alone document on file with LADOTD)
(X) Archaeological Survey is not warranted, a letter received from the State Historic Preservation Office (SHPO) dated April 26, 2013, noted that the proposed Tulane Avenue Corridor Improvements project would have no adverse effect.

This Page Intentionally Left Blank

Executive Summary

EXECUTIVE SUMMARY

Location of Proposed Project

The Regional Planning Commission (RPC) for the New Orleans metropolitan area and Louisiana Department of Transportation and Development (LADOTD) are proposing re-construction and corridor improvements along US Highway 61 (Tulane Avenue) from S. Carrollton Avenue to S. Claiborne Avenue in Orleans Parish, New Orleans, Louisiana. The proposed Tulane Avenue corridor improvements will extend from S. Carrollton Avenue east to S. Claiborne Avenue, approximately between the Jefferson/Orleans Parish line and the New Orleans Central Business District (CBD), a distance of 1.93 miles (**Figure 1-1**).

Purpose and Need

The purpose and need of the project includes:

- Encourage transportation choice to promote transportation efficiency, optimum use of existing roadway space, and efficient mass transit in order to reduce capital investments, operating costs, congestion, and travel times, and to improve air quality and public health.
- Adopt a complete streets policy that mandates consideration of pedestrians and bicycles in every road project to ensure consideration of all travel modes.
- Advance projects that enhance connectivity, reduce barriers, and improve attractiveness of neighborhoods, commercial sites and public spaces while addressing mobility.

Alternatives Development and Screening Methodology

The *US 61/Tulane Avenue Corridor Improvements Stage 0 Feasibility Report* evaluated six conceptual alternatives that were based on input obtained during the initial Tulane Avenue Steering Committee meeting held on August 27, 2009. Two of the conceptual alternatives were found to meet the purpose and need for the project and would be carried forward for further analysis in the *Stage 1* Environmental Assessment (EA). These included a Minimum Reconstruction Alternative and the Total Reconstruction Alternative. An open forum public information meeting was held at the Regional Transit Authority on July 24, 2012 to provide citizens an opportunity to view drawings of the conceptual alternatives being considered for the project, other goals of the public meeting were to identify public concerns and preferences for an alternative that would then assist RPC and LADOTD in selecting conceptual alternatives for further analysis in the EA.

Alternatives Evaluated in the Draft EA

Alternative 1 is the only build alternative selected and subsequently carried forward for further evaluation in this EA as well as a No-Build Alternative. Alternative 1, the Minimum Reconstruction Alternative, would retain the existing curb and sidewalk width along Tulane

Avenue, which would minimize relocation and/or modification of utilities thereby reducing overall construction cost. The typical section would consist of reducing the existing six travel lanes to four, two in each direction. Travel lanes would be increased in width from 10 feet to 10.5 feet and the existing median would be widened to 15 feet. The new typical section would also include a five-foot bike lane, a 7.5-foot parking lane, and a 12-foot sidewalk in each direction. Generally, the project would include construction of the 15-foot raised median, cold mill and overlay with base repairs as needed and restriping of the travel lanes, bike lanes, and parking lanes, and in-place repair and/or replacement of deteriorated or damaged sidewalks.

Selection of a Preferred Alternative

The final phase of the alternatives development process is selection of a preferred alternative by the FHWA and LADOTD. FHWA and LADOTD have identified Alternative 1 as the preferred alternative. The preferred alternative was selected following the 30-day public comment period after the circulation of the Draft EA. During the 30-day comment period, a Public Hearing was held to provide citizens and agencies an opportunity to participate in the project selection process. The selection of the preferred alternative considered the environmental effects and cost of each alternative, public opinion, and a number of other factors that are summarized in **Chapter 5**.

Summary of Environmental Impacts

Summary of Project Features and Impacts

Evaluation Criteria	Unit	Alternatives	
		No-Build	1
Corridor Alignment and Right-of-way Considerations			
Required Right-of-way	acres	0	0
Constructability / Maintenance of Traffic (MOT) During Construction			
MOT on Tulane Avenue	Yes/No	N/A	Yes
MOT on Side Streets	Yes/No	N/A	Yes
Human Environment Considerations & Estimated Impacts			
Residential Structure Impacts	number	0	0
Commercial Structure Impacts	number	0	0
NRHP Eligible Standing Structures	number	0	0
NRHP Eligible Archaeological Sites [1]	number	-	-
Disproportionate Environmental Justice Impacts	Yes/No	No	No
Noise Impacts	Yes/No	No	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No
Air Quality Impacts	Yes/No	No	No
Physical Environment Considerations& Estimated Impacts			
Water Well Impacted	number	0	0
Natural Gas Pipeline Crossings	number	0	0
Prime Farmland Impacted	acres	0	0

Summary of Project Features and Impacts

Evaluation Criteria	Unit	Alternatives	
		No-Build	1
Natural Environment Considerations & Estimated Impacts			
Upland Habitat Directly Impacted	acres	0	0
Wetlands Directly Impacted	acres	0	0
Aquatic Habitat Directly Impacted	acres	0	0
100-Year Floodplains Impacted	acres	0	25[2]
Streams Impacted	acres	0	0
Estimated Cost Considerations (2013 $)			
Roadway Construction Cost	Millions $	N/A	$ 7.3 M
Sidewalk Reconstruction, Lighting[3], Landscaping Cost	Millions $	N/A	$ 5.5 M
Total Estimated Cost	Millions $	N/A	$ 12.8 M

Notes:
1. Not Surveyed – Archeological impacts to be determined following the selection of a preferred alternative.
2. The impacts to floodplains are noted simply as the acreage within the ROW since the whole project is within the floodplain and already developed. The entire City is under pump and all rainwater is collected via subsurface drainage. The project will actually decrease the amount of impervious surface and would reduce runoff.
3. This cost is for the refurbishment of existing light poles, not replacement.

Human Environment Considerations

The Build Alternative (Alternative 1) would not require the purchase of new right-of-way and neither alternative would result in the relocation of any residential or commercial structures. Access to properties along Tulane Avenue would be maintained throughout project construction.

A high minority population is present within the study area; therefore, environmental justice populations would be impacted by Alternative 1. However, because the study area is broadly minority (87.4%) and because the proposed project would not result in any significant adverse impacts or residential relocations, disproportionate impacts to environmental justice populations would not result from project implementation.

The project is located in an area that is in attainment for all NAAQS, and would not have an adverse effect on air quality.

Although noise modeling was not performed for this project, based on FHWA and LADOTD criteria, noise impacts may occur under Alternative 1 due to the expected increases in design year traffic volumes over existing conditions. The increased traffic and associated noise impacts will be a result of firmly-planned developments that are unrelated to the Tulane project and would occur under both Alternative 1 and the No-Build Alternative. In addition, using existing conditions in the Tulane corridor as the baseline for predicting future year noise impacts, although required by LADOTD/FHWA procedures, may not represent a reliable approach to evaluating potential noise impacts due to the existing underutilization of the corridor, which represents an after-effect of Hurricane Katrina. Because of these considerations, conclusions based on standard noise analysis procedures may not represent a reliable assessment of project effects on ambient noise levels in the corridor.

Physical Environment Considerations

The only soil within the study area is classified as a prime farmland soil. However, the study area is located within the City limits of New Orleans and impacts associated with Alternative 1 would occur within existing transportation right-of-way, so no impacts on prime farmland soils would occur with project construction. Alternative 1 would not impact any water wells or hazardous material sites. Although the project corridor is underlain by the Chicot Equivalent aquifer system, it is not located near the major recharge zones and all necessary USEPA and LDEQ safeguards would be implemented to avoid potential impacts of project construction.

Natural Environment Considerations

In terms of effects on the natural environment, Alternative 1 would have only a few minor impacts given the urban nature of the study area. The entire portion of Tulane Avenue within the study area is located within a 100-year floodplain; however, construction of Alternative 1 would not increase the base flood elevation to a level that would violate applicable floodplain regulations. The project would actually reduce the amount of impervious surface by eliminating a travel lane in each direction and widening the median. While only minor impacts to the floodplain are anticipated, any drainage culverts affected by the proposed project or modifications would be designed to maintain pre-construction hydrologic conditions and would not result in any substantial effect to base flood elevations of the surrounding area. Overall, the impacts associated with Alternative 1 would be minor.

Estimate of Probable Cost

The estimated cost of Alternative 1 is approximately $12.8 Million. These costs are in 2013 dollars.

Summary of Benefits

Alternative 1 would satisfy the purpose and need for this project and would provide long-term benefits. This alternative would upgrade the existing corridor to meet the LADOTD requirements of a complete streets project. The project would improve the corridor by better integrating vehicular, pedestrian, and bicycle travel modes and improving safety through addition of left turn lanes, sidewalks, and dedicated bike lanes. Finally, the long-term economic vitality of the surrounding neighborhood would likely benefit from the corridor improvements.

Summary of Permits and Certifications

The following permits and/or certifications would be required for the proposed project:

- Authorization under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over five acres.
- A drainage hydraulic study would be required during design and a development permit would be required prior to commencement of construction.

- A Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources.
- Approval by the Orleans Parish floodplain manager to insure compliance with all local floodplain ordinances and standards.

Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution.
- Air Quality: During the construction of the proposed facility, air quality impacts will be minimized by the project contractor through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- Hazardous Materials: During construction, any site that is found to contain unknown/unrecorded hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- Archaeological Findings: A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
- Tribal Request – Per concurrence statement of no effect in correspondence dated January 17, 2014, a request was issued that construction work be stopped and tribe office contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on construction plans to insure contractors are aware of this. (see item no. 20 in Appendix A).
- Floodplains: Coordination with the local floodplain administrator for Orleans Parish will be conducted for Alternative 1 to insure that the project is designed in compliance with all local floodplain ordinances and requirements.

This Page Intentionally Left Blank

1.0: Introduction and Purpose and Need

1.0 INTRODUCTION AND PURPOSE AND NEED

1.1 Project Description

The Regional Planning Commission (RPC) for the New Orleans metropolitan area and Louisiana Department of Transportation and Development (LADOTD) are proposing re-construction and corridor improvements along US Highway 61 (Tulane Avenue) from S. Carrollton Avenue to S. Claiborne Avenue in Orleans Parish, New Orleans, Louisiana. Conceptual engineering and an environmental assessment (EA) were prepared to evaluate potential corridor improvement concepts and to determine the environmental impacts associated with the proposed project. The Federal Highway Administration (FHWA) is the lead Federal agency for the project.

The proposed Tulane Avenue corridor improvements will extend from S. Carrollton Avenue east to S. Claiborne Avenue, approximately between the Jefferson/Orleans Parish line and the New Orleans Central Business District (CBD), a distance of 1.93 miles (**Figure 1-1**). Tulane Avenue is a designated state route: Between S. Carrollton Avenue and S. Broad Street, Tulane Avenue is designated as US Highway 61 (US 61) and between S. Broad Street and Claiborne Avenue, Tulane Avenue is designated as US 90. Tulane Avenue is a major east-west corridor that connects to Interstate 10 (I-10), S. Carrollton Avenue, and S. Claiborne Avenue, turning into Airline Drive west of the interstate. Airline Drive is a six-lane principal arterial that traverses Orleans and Jefferson Parishes. Tulane Avenue is also a six-lane principal arterial.

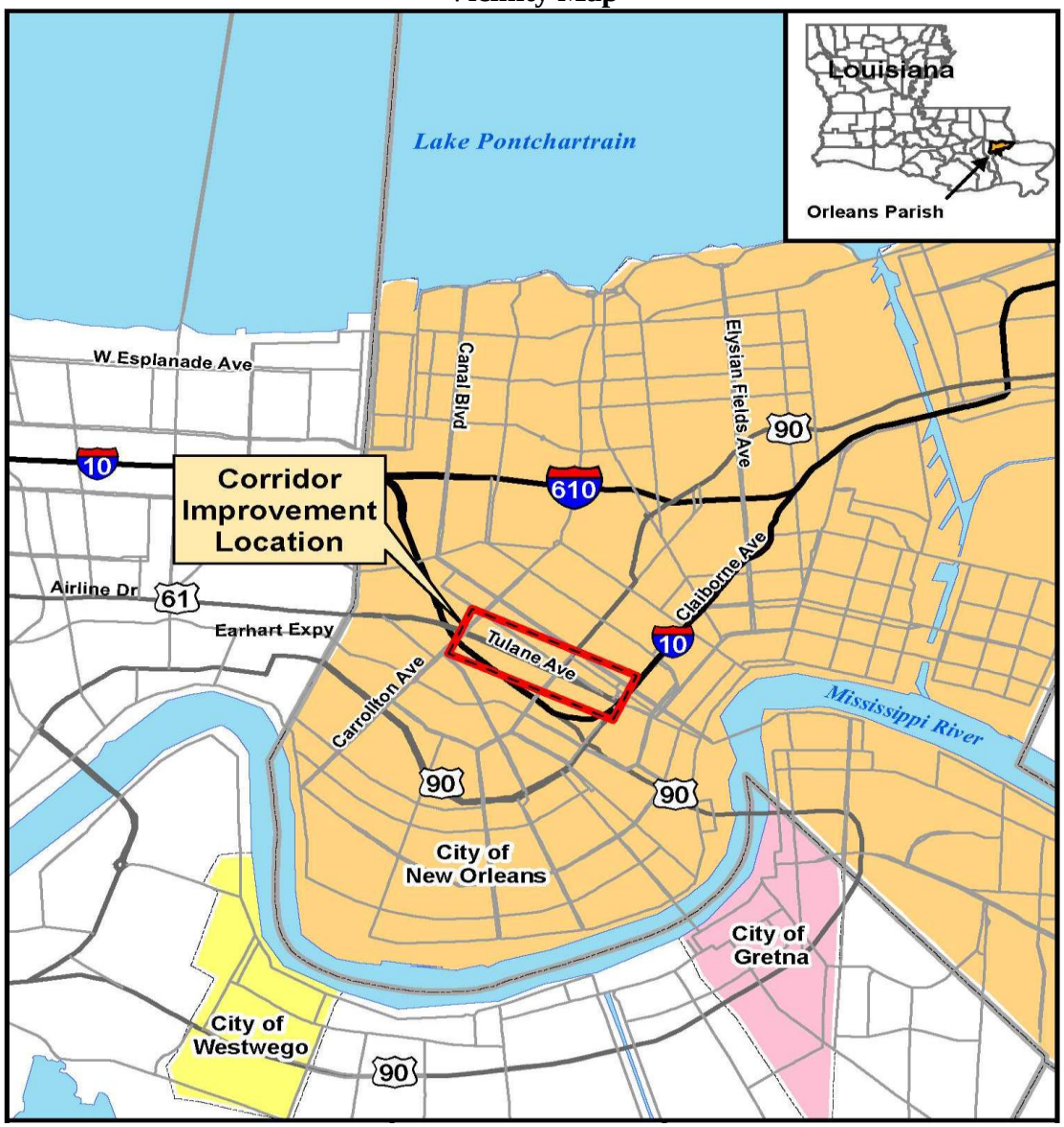
The limits of the Tulane Avenue corridor project include two New Orleans neighborhoods: Mid-City and Tulane-Gravier. The Mid-City neighborhood includes the portion of Tulane Avenue between S. Carrollton Avenue and S. Broad Street and the Tulane-Gravier neighborhood includes the portion of Tulane Avenue between S. Broad Street and S. Claiborne Avenue. The US 61/Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past century. The study area is graphically presented in **Figure 1-2**. The project limits extend to the logical termini that were identified by the LADOTD and approved by FHWA. S. Carrollton Avenue and S. Claiborne Avenue comprise the western and eastern limits of the study area, respectively. While the immediate study area is comprised mostly of dense residential and commercial development, three major institutional facilities are located in this vicinity: the Orleans Parish Judicial and Prison Complex, located to the south at S. Broad Street, and the new Veteran's Affairs Medical Center (VAMC) and University Medical Center (UMC), which are under construction to the north at S. Galvez Street.

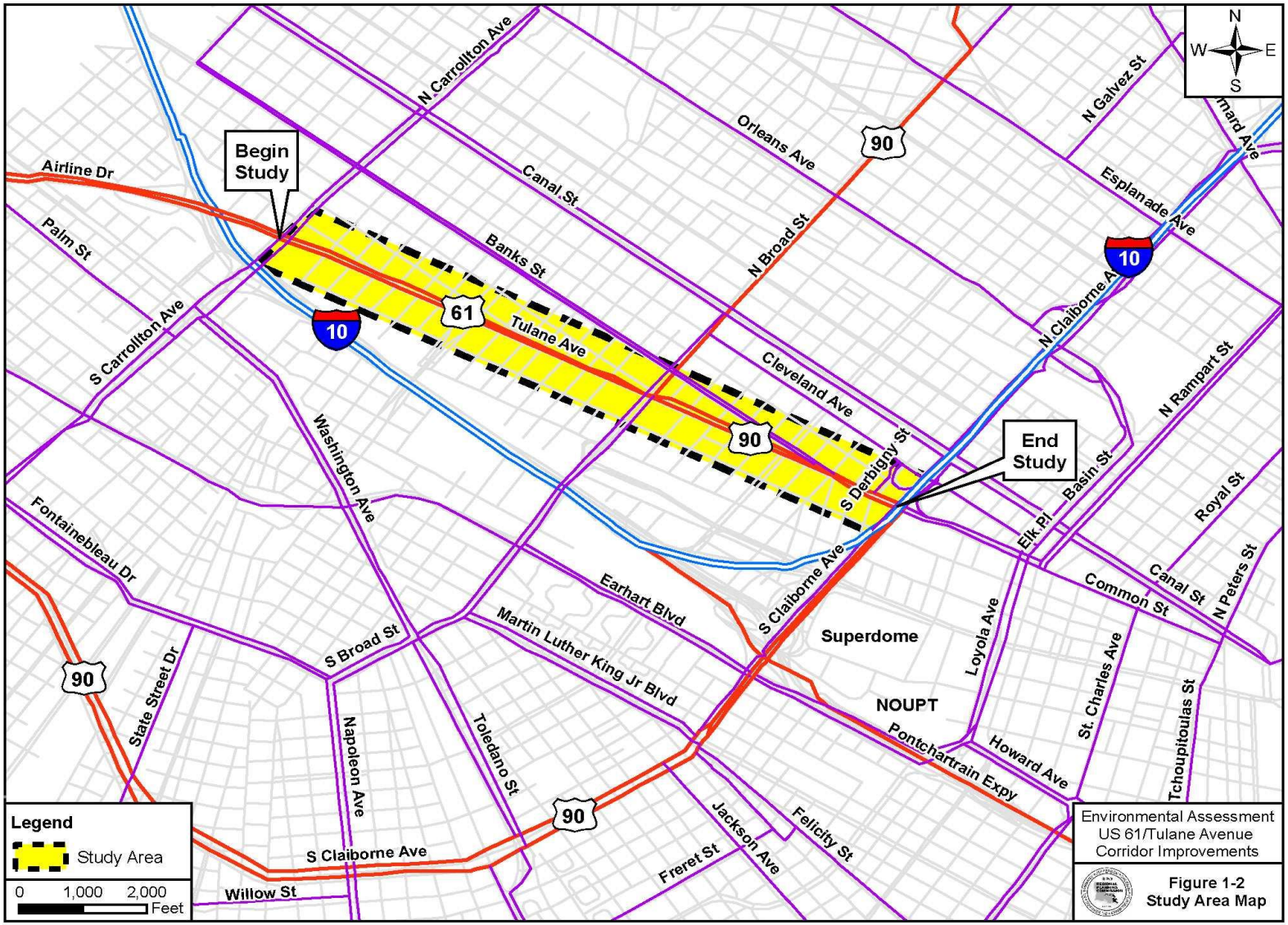
The overall goal of this project is the implementation of corridor improvements that will enhance quality of life, livability, and sustainability in the corridor and will support future transportation mobility and adjacent land use including pedestrian, bike, and transit system operations. The proposed corridor improvements will consist of amenities associated with a complete streets concept, including the following:

- Reducing the roadway from six to four travel lanes and increasing lane width;
- Adding dedicated bike lanes;

- Incorporating wider medians that are able to accommodate left-turn lanes at key intersections;
- Adding exclusive right-turn lanes at key intersections;
- Implementing access management measures including median closures;
- Retaining existing parking lanes; and
- Improving overall streetscape and pedestrian and transit system operations by adding far-side bus stops with designated bays, bump-outs, pedestrian signals and crossings, and other amenities.

Figure 1-1
Vicinity Map

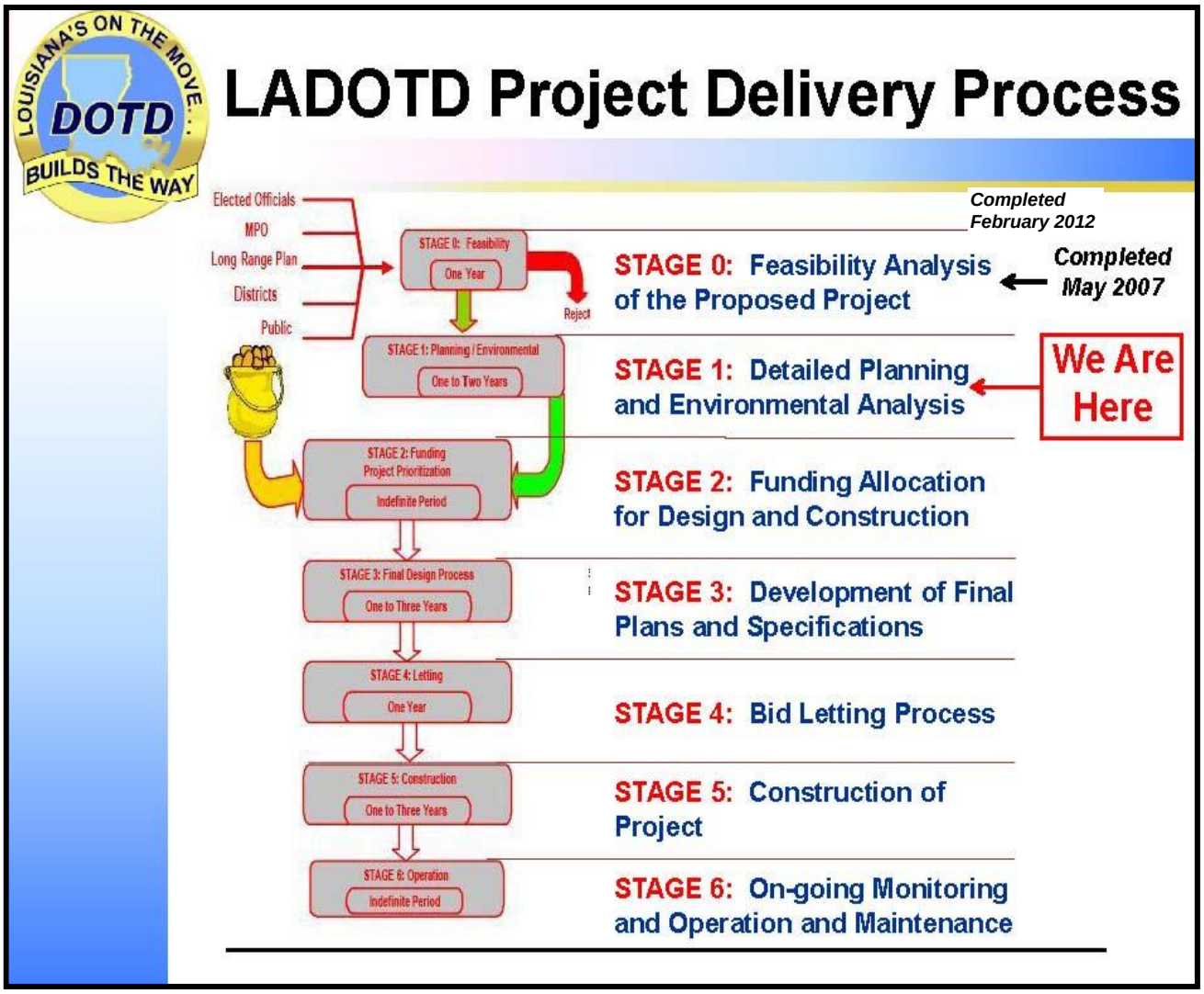



Begin Study
End Study
Airline Dr
Palm St
N Carrollton Ave
S Carrollton Ave
Orleans Ave
Canal St
Banks St
Tulane Ave
Cleveland Ave
N Broad St
S Derbigny St
N Galvez St
Esplanade Ave
N Claiborne Ave
N Rampart St
Basin St
Elk Pl
Royal St
Common St
N Peters St
Fontainebleau Dr
Washington Ave
Earhart Blvd
Martin Luther King Jr Blvd
S Broad St
S Claiborne Ave
Superdome
NOUPT
Loyola Ave
St. Charles Ave
Tchoupitoulas St
Howard Ave
Pontchartrain Expy
State Street Dr
Napoleon Ave
Toledano St
Jackson Ave
Felicity St
Freret St
Willow St
10
61
90
N
W
E
S
Legend
Study Area
0 1,000 2,000
Feet
Environmental Assessment
US 61/Tulane Avenue
Corridor Improvements
Figure 1-2
Study Area Map

1.2 Project History

The stages of the LADOTD Project Delivery Process are illustrated in **Figure 1-3.** In 2009, the LADOTD initiated a *Stage 0: Feasibility Study* to determine the preliminary environmental and engineering feasibility of the project. The *Stage 0: Feasibility Study* is a requirement of LADOTD's Program Development and Project Delivery Process for a proposed project. The *US 61/Tulane Avenue Corridor Improvements - Stage 0 Feasibility Study and Environmental Inventory* was completed in February 2011. Following the completion of the *Stage 0 Feasibility Study*, the project was recommended for advancement into the next stage of the LADOTD Project Delivery Process, *Stage 1: Detailed Planning and Environmental Analysis*. *Stage 1* is the environmental phase of the LADOTD Project Delivery Process, with the goal of refining the *Stage 0* concepts and further evaluating the effects of the alternatives on the environment.

Figure 1-3
LADOTD Project Delivery Process



1.3 Requirements for this Study

This EA is being prepared as a requirement of the *National Environmental Policy Act* (NEPA). NEPA was enacted in 1969 to encourage sustainable development and informed decision-making. Title II of NEPA established a Council on Environmental Quality (CEQ) to provide a Federal repository, or clearinghouse, for all agency NEPA documents and to provide policy direction to Federal sponsor agencies. US Code of Federal Regulations (CFR), 40 CFR Parts 1500-1508, are the regulations to implement NEPA and are commonly known as the *CEQ regulations*. They require all Federal agencies to develop guidelines to implement NEPA. Specifically, these regulations require that every Federal action or federally funded project be evaluated on its merits by the Federal sponsor agency. Public involvement is identified as a key component of the NEPA planning process governed by these regulations. Project alternative impacts to the human, physical, and natural environment, as well as project alternative benefits, must be evaluated. Results must be presented to the public, Indian tribes, resource agencies having jurisdictional interests in the project, and other decision-makers and affected parties.

The FHWA promulgated regulations entitled "*Environmental Impact and Related Procedures*" (23 CFR Part 771) and issued guidance document T6640.8A, *Guidance for Preparing Environmental and Section 4(f) documents* (FHWA, 1987) that provide guidance for the preparation of this EA. This project must also comply with requirements of several other Federal and state laws, regulations, and executive orders that are noted throughout this document.

Based on the environmental analyses and public involvement that have been conducted to-date, the RPC and LADOTD have not identified a preferred alternative. Selection of a preferred alternative will be made following agency and public review of the Draft EA, including evaluation of public hearing comments. A Finding of No Significant Impact (FONSI) will be issued by the FHWA if it is determined that the preferred alternative will not have significant environmental impacts. The FONSI will include commitments and mitigation measures that are intended to minimize any unavoidable adverse impacts.

1.4 Proposed Action

The proposed project would include reconstructing and improving an existing section of Tulane Avenue to improve system linkage, operational deficiencies, modal interrelationships, and pedestrian and bicycle safety, as well as to enhance quality of life, livability, and sustainability in the corridor. The No-Build Alternative and one build alternative (Alternative 1, termed the Minimum Reconstruction Alternative) was evaluated as part of this EA. An additional build alternative designated Alternative 2, a Total Reconstruction Alternative, was initially proposed but subsequently eliminated from further consideration and not evaluated as part of this EA, as described in more detail in **Chapter 2**.

An overview of the alternatives analysis process and a detailed description of the build alternative are also presented in **Chapter 2**. As part of Alternative 1, additional corridor improvements were also evaluated such as providing exclusive left- and right-turn lanes and new

traffic signals at key intersections as well as other access management concepts, including but not limited to closure of selected median openings.

1.5 Purpose and Need

A clear understanding of the purpose and need for a transportation infrastructure project is important in order to provide justification and, ultimately, funding for the proposed action and to provide a basis for the development, evaluation and selection of feasible and reasonable alternatives. The goals and objectives for the project, as well as policies adopted as part of the regional transportation planning process, provide the foundation for defining the purpose and need for the Tulane Avenue project as described below.

Legislation/Adopted Plans

State of Louisiana– In July 2010, the LADOTD released its *Complete Streets* policy which encourages safe access for all users including pedestrians, bicyclists, motorists and transit riders. Many of the project objectives including providing quality of life enhancements and sustainability; promoting urban living, pedestrian and bicycle activity, and economic revitalization; and enhancing public transit service would support a better integrated transportation corridor in accordance with the intent of the *Complete Streets* policy.

Local/Regional Planning Commission - The *Transportation Improvement Program (TIP) for the New Orleans Urbanized Area, Fiscal Years 2011 - 2014* (RPC, June 2010) indicates that one of the goals of the RPC is to "foster livable communities through the integration of land use and transportation planning and decision-making". Redevelopment of the Tulane Avenue corridor is one of the key projects contained within the TIP that would fulfill the goal of a livable community. It also meet the goals of the Metropolitan Transportation Plan including safety, maintain a sat of good repair, and economic competiveness.

Local/City of New Orleans - The City of New Orleans Master Plan entitled *Plan for the 21st Century: New Orleans 2030* includes a summary of recommended goals and strategies that are applicable to the Tulane Avenue corridor. The relevant goals and strategies include the following:

- Encourage transportation choice to promote transportation efficiency, optimum use of existing roadway space, and efficient mass transit in order to reduce capital investments, operating costs, congestion, and travel times, and to improve air quality and public health.
- Adopt a complete streets policy that mandates consideration of pedestrians and bicycles in every road project to ensure consideration of all travel modes.
- Advance projects that enhance connectivity, reduce barriers, and improve attractiveness of neighborhoods, commercial sites and public spaces while addressing mobility.

The proposed project would address each of these goals and strategies.

System Linkage and Mobility

Preservation of the corridor is key to enhancing mobility for all modes of transportation. As shown in **Figure 1-2**, the Tulane Avenue corridor generally parallels I-10 and provides secondary access between Jefferson Parish and Orleans Parish. Tulane Avenue is also an important link to existing and proposed major medical facilities and the New Orleans CBD.

A dedicated bike lane is proposed within the City of New Orleans Master Plan (see **Figure 1-4**). The Tulane Avenue bike lane is part of a regional bike system linking other city-wide bikeways with the goal of encouraging bicycling as an alternative mode of transportation and to enhance quality of life.

Safety

Vehicular Safety - The existing typical section of Tulane Avenue consists of a six-lane divided roadway with a four-foot raised median. Throughout the project corridor, left turns are currently prohibited at most intersections due to inadequate space for a dedicated left turn lane. Although left turn movements are prohibited, motorists often do turn left. In these instances, a vehicle has to stop in the inside travel lane and wait for a gap in traffic approaching from the opposite direction prior to making a left turn. In addition, the lack of dedicated left-turn lanes restricts access to adjacent development and neighborhoods. A formal Safety Analysis was completed by LADOTD using crash data to determine areas that need improvement. The Safety Analysis revealed that no segments within the project limits are considered abnormal in terms of number of crashes and average crash rate. The crash data analysis indicates right angle crashes and same direction side swipe crashes are more prevalent than most other crash types for this roadway classification. The proposed project will reduce these types of crashes by the addition of left turn lanes, reduction in the number of lanes from six to four, and an increase in lane width as well as increase access to adjacent properties. The Safety Analysis was prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

Pedestrian Safety - Pedestrian activity along Tulane Avenue is high due to the density of existing development including major destinations such as the Orleans Parish Courthouse. A significant portion of Orleans Parish residents do not own a car and commute to work by walking or public transportation. These considerations support the need for well-maintained, safe, and accessible sidewalks to improve mobility. Sidewalks exist along the corridor but most are in need of repair and do not include pedestrian features such as handicap ramps, pedestrian crosswalks, and pedestrian phasing at signalized intersections. The existing narrow median provides limited refuge area for pedestrians crossing the roadway.

As new development is constructed along and near the Tulane corridor, pedestrian activity is projected to increase. Pedestrian features included as part of the proposed project such as wider medians for refuge areas, high-visibility crosswalks, reconstruction of sidewalks, and wheelchair accessible ramps would improve safety for pedestrians.

Bicycle Safety - There are no existing dedicated bike lanes on Tulane Avenue. Bicyclists currently use the outside travel lanes or parking lanes when not occupied by cars.

Operational Deficiencies

Exclusive left-turn lanes and dedicated right-turn lanes are rare at key intersections along the corridor. Reconfiguring intersection geometry to include exclusive turn lanes as part of the proposed project would improve traffic operations by separating turning movements from the through traffic flow. Coupled with traffic signal phasing and timing modifications, vehicular delays during peak periods would be minimized with project construction.

The large number of driveways and median openings along the corridor create vehicle conflicts and contribute to operational deficiencies. Several existing driveways currently provide access to parcels of land that are either vacant or blighted. There are opportunities along the corridor to consolidate driveways and close median openings that could be accomplished without impacting adjacent land uses. Implementing these access management concepts would improve operating conditions.

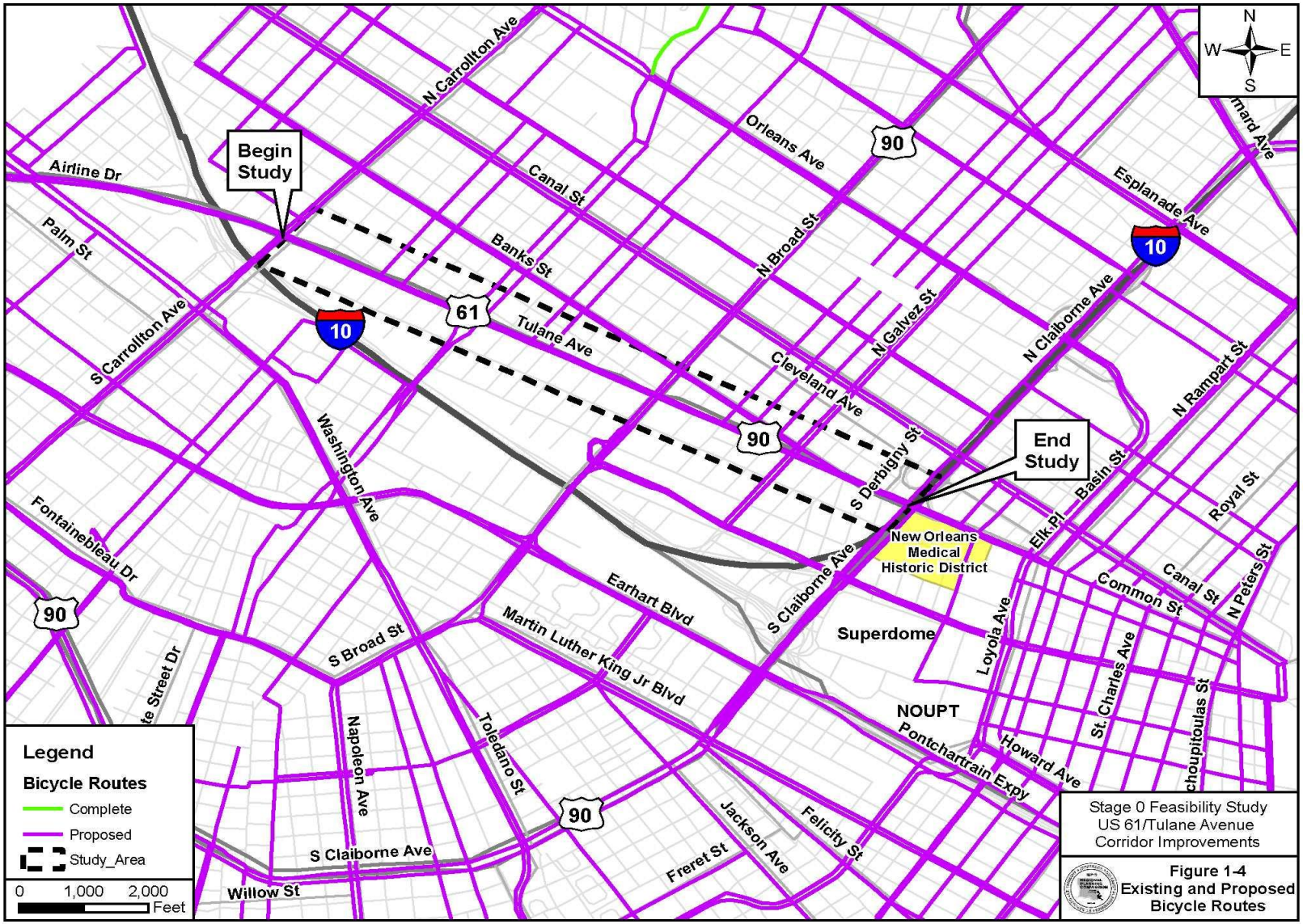
Modal Interrelationships

One of the primary objectives of both livable communities and complete streets projects is to encourage and enhance various modes of travel. The proposed project would fulfill this objective in regard to the following travel modes:

Transit - According to the Regional Transit Authority, Tulane Avenue is one of the top five bus ridership routes in the City of New Orleans. The proposed project would provide far-side bus stops at signalized intersections along the corridor to improve transit operations. Bus bays would be added at these locations to provide safe areas for buses to move out of the travel lanes during stops, thus reducing interference with traffic flow.

Bicycle - As described above and shown on **Figure 1-4**, the City of New Orleans and Regional Planning Commission, through each agency's various planning-related activities, have identified Tulane Avenue as a critical component of the future bikeway plan for the region. As part of this proposed project, a five-foot bike lane would be included in each direction along Tulane Avenue.

Pedestrian - As previously noted in the safety section, a significant portion of Orleans Parish residents do not own a car and commute to work by walking or public transportation. These considerations support the need for well-maintained, safe, and accessible sidewalks to improve mobility.


N
W
E
S
Begin Study
End Study
Airline Dr
Palm St
N Carrollton Ave
S Carrollton Ave
Canal St
Banks St
Tulane Ave
Cleveland Ave
Orleans Ave
N Broad St
N Galvez St
S Derbigny St
N Claiborne Ave
Esplanade Ave
N Rampart St
Basin St
Royal St
Elk Pl
Common St
Canal St
N Peters St
Loyola Ave
St. Charles Ave
Choupitoulas St
Howard Ave
Pontchartrain Expy
Superdome
NOUPT
New Orleans Medical Historic District
Washington Ave
Fontainebleau Dr
Earhart Blvd
Martin Luther King Jr Blvd
S Broad St
S Claiborne Ave
Napoleon Ave
Toledano St
Jackson Ave
Felicity St
Freret St
Willow St
10
61
90
Legend
Bicycle Routes
Complete
Proposed
Study_Area
0 1,000 2,000
Feet
Stage 0 Feasibility Study
US 61/Tulane Avenue
Corridor Improvements
Figure 1-4
Existing and Proposed
Bicycle Routes

This Page Intentionally Left Blank

2.0: Project Alternatives

2.0 PROJECT ALTERNATIVES

NEPA requires that all reasonable alternatives that could achieve the purpose and need for the project be considered. This chapter describes the alternatives development process including the development of conceptual alternatives, refinement of the build alternatives, and selection of a preferred alternative. The No-Build Alternative must also be considered.

2.1 Alternatives Development Methodology

A tiered approach was utilized in the development of the build alternatives to meet the purpose and need. The methodology reduced the range of alternatives through consecutively more detailed analyses that included an engineering and environmental screening evaluation process. The following steps were undertaken as part of the tiered alternatives development process:

1. Review of Stage 0 conceptual alternatives.
2. Development of conceptual engineering for the conceptual alternatives.
3. Public review and comment on the conceptual alternatives. This was accomplished as part of a public meeting held on July 24, 2012.
4. Preliminary evaluation of conceptual alternatives.
5. Elimination of one conceptual build alternative that led to the identification of a single build alternative for further study.
6. Refinement of the build alternative that is the subject of this EA.
7. Public review and comment on the build alternative and its associated impacts and benefits. This will be accomplished as part of the public hearing and comment period.
8. Selection of a preferred alternative.

2.2 Stage 0 Alternatives

The *US 61/Tulane Avenue Corridor Improvements Stage 0 Feasibility Report* evaluated six conceptual alternatives that were based on input obtained during the initial Tulane Avenue Steering Committee meeting held on August 27, 2009. During this meeting, various stakeholders identified elements that should be incorporated into the proposed roadway typical sections along the Tulane Avenue corridor. These elements included the following:

- 11-foot travel lanes;
- A minimum 14-foot median;
- A five-foot bike lane in each direction; and
- An eight-foot parking lane in each direction.

It was also suggested at this meeting that an improved six-lane typical section be examined. Based on several rounds of discussions among the LADOTD, the RPC, and the City of New Orleans, six alternative concepts were developed for the corridor that took into account the complete streets and livability considerations. Three of the alternatives were developed by a

consultant team and are described below as Alternatives 1 through 3 while three were developed by the City of New Orleans and are described below as Options A through C.

- Alternative 1 was a four-lane concept with 11-foot travel lanes, a 14-foot median, five-foot bike lanes and approximately 18-foot sidewalks.
- Alternative 2 was a four-lane concept with 11-foot travel lanes, a 14-foot median, five-foot bike lanes, eight-foot parking lanes and approximately 10-foot sidewalks.
- Alternative 3 was a six-lane concept with 11-foot travel lanes, a 14-foot median, five-foot bike lanes and approximately seven-foot sidewalks.
- Option A was a four-lane concept with 11-foot travel lanes, a 14-foot median, 2.5-foot bike lane buffers, five-foot bike lanes, eight-foot parking lanes and seven-foot sidewalks.
- Option B was a four-lane concept with 10-foot and 11-foot travel lanes, a 14-foot median, 2.5-foot bike lane buffers, five-foot bike lanes, 7.5-foot parking lanes, and 10-foot sidewalks.
- Option C was a four-lane concept with 10-foot and 11-foot travel lanes, a 14-foot median, three-foot bike lane buffers, five-foot bike lanes, eight-foot parking lanes and nine-foot sidewalks.

As part of determining initial project feasibility (Stage 0 process), another stakeholder meeting was held on February 1, 2010 to further discuss the proposed alternative typical sections and eliminate those alternatives not considered reasonable based on the overall project goals and objectives. At this meeting, the consultant team presented a typical section, noted above as Alternative 2, to be carried forward for further evaluation. Additional LADOTD standards were discussed, including the standard width of a left-turn lane within a median. The LADOTD District 02 staff noted that the median width standard is 16 feet which provides a 12-foot turn lane and a four-foot pedestrian refuge. Additionally, it was noted that power lines are to be located two feet behind the curb and that LADOTD would have to approve both a 10-foot travel lane based on appropriate justification as well as a 14-foot median.

Based on the LADOTD design standards and the desire to develop a lower cost alternative as part of evaluating a fuller range of alternatives, a new typical section was developed during the Stage 0 process that would maintain the existing edge of curb. By doing so, this alternative would likely significantly decrease the cost by maintaining existing catch basins, utilities, and light poles and requiring no new right-of-way (ROW). The only modifications would be potential relocation of catch basins at bump-out locations. Therefore, this alternative would be an overlay and restriping of the existing roadway with incorporation of a wider median and reconstruction of sidewalks. The two build alternatives advanced for further study are detailed in **Section 2.3**.

2.3 Conceptual Alternatives Development

Two of the conceptual alternatives developed in the *Stage 0 Feasibility Study* for the proposed corridor improvements were carried forward, and will be referred to in this report as the Minimum Reconstruction Alternative and the Total Reconstruction Alternative. Both of the preliminary conceptual alternatives were further refined and developed to meet the purpose and need for the project and are described below.

Description of Conceptual Alternatives

Two four-lane alternatives for the upgrading of Tulane Avenue were presented at the first Tulane Avenue Public Meeting on July 24, 2012. The following two alternatives utilized the existing 106-foot ROW:

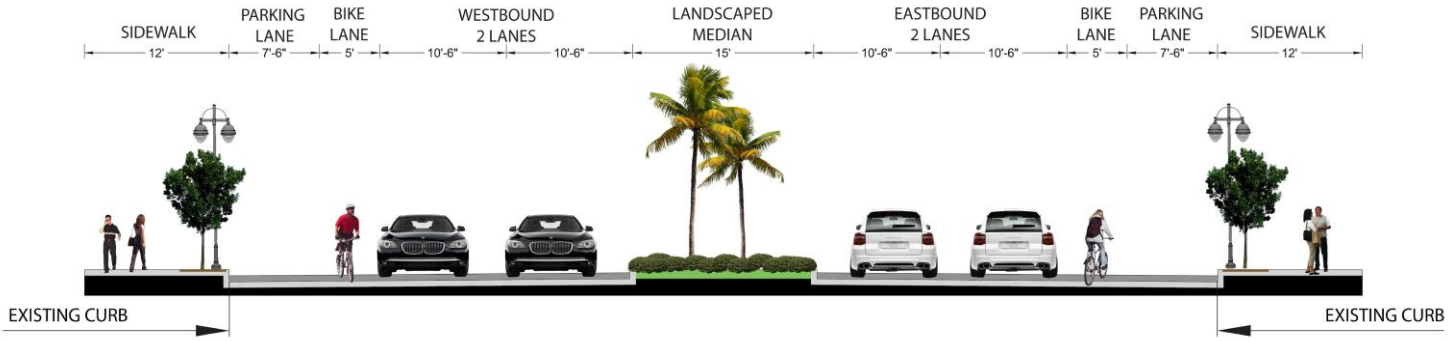
- A Minimum Reconstruction Alternative (Alternative 1) that would retain the existing curb and sidewalk and generally would not require the relocation of adjacent utilities (power poles, street lighting, and drainage structures); and
- A Total Reconstruction Alternative (Alternative 2) that would reconstruct the curb approximately two feet from its current location, reducing the sidewalk width but providing wider travel lanes. This alternative would require the relocation of adjacent power poles, drainage structures and other utilities.

Minimum Reconstruction Alternative

As noted above, this alternative would retain the existing curb line and would require minimal relocation of utilities, resulting in lower construction cost. The typical section for this alternative, presented in **Figure 2-1,** would include the following features:

- Two 10.5-foot travel lanes in each direction (existing travel lanes currently 10-feet);
- A 15-foot median;
- One five-foot bike lane in each direction;
- One 7.5-foot parking lane in each direction; and
- One 12-foot sidewalk in each direction.

Figure 2-1
Minimum Reconstruction Alternative Typical Section



Note: Landscaping is conceptual and will be determined in the design phase.

A conceptual three-dimensional (3-D) perspective of the Minimum Reconstruction Alternative is presented in **Figure 2-2**.

Figure 2-2
Minimum Reconstruction Alternative Typical Section 3-D View

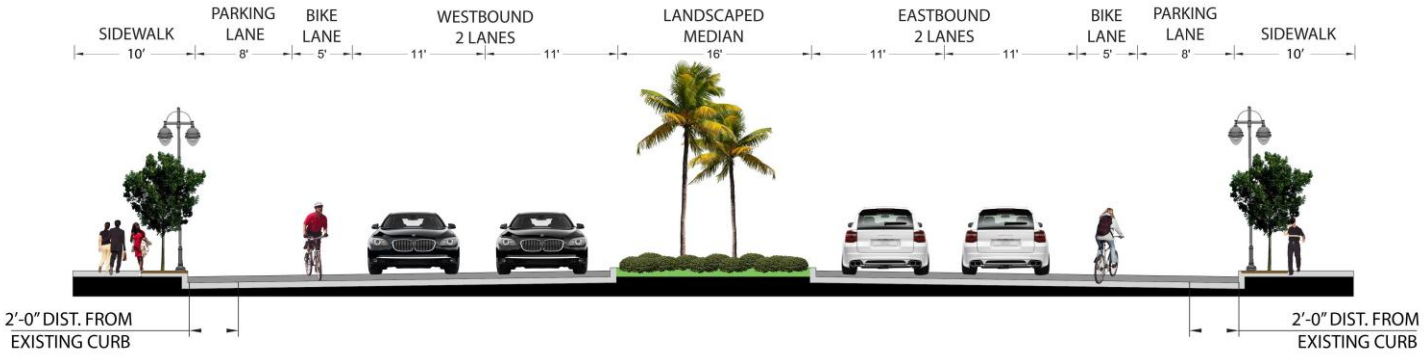
Note: Not to scale; for illustrative purposes only, landscaping is conceptual and will be determined in the design phase.

Total Reconstruction Alternative

As noted previously, this alternative would include relocation of the curb and would require the relocation of utilities resulting in higher project construction costs. The typical section for this alternative, presented in **Figure 2-3**, would include the following features:

- Two, 11-foot travel lanes in each direction (existing travel lanes currently 10-feet)
- A 16-foot median
- One five-foot bike lane in each direction
- One eight-foot parking lane in each direction
- One ten-foot sidewalk in each direction

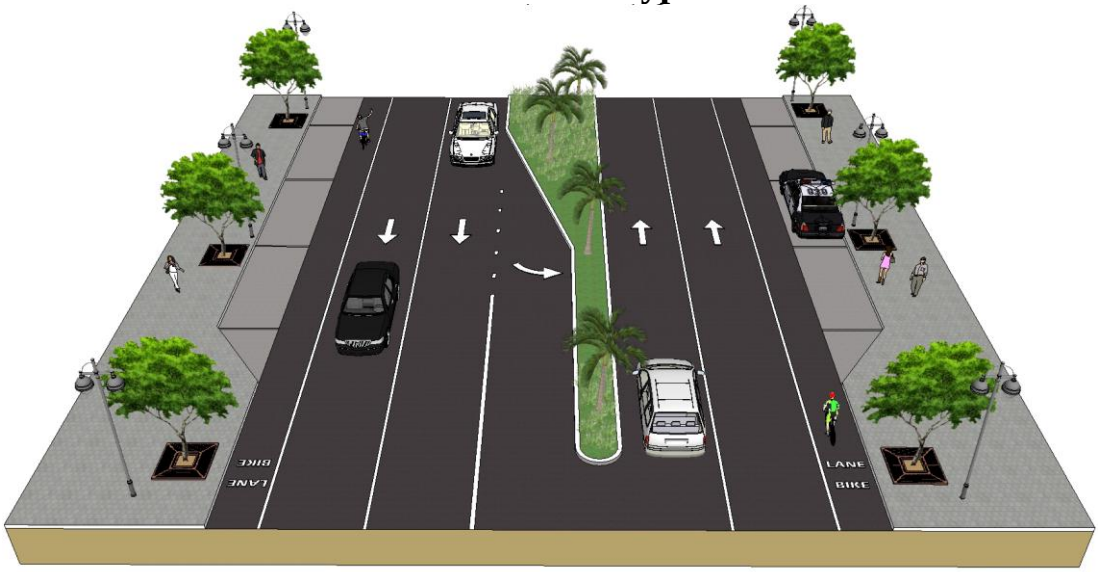
Figure 2-3
Total Reconstruction Alternative Typical Section



Note: Landscaping is conceptual and will be determined in the design phase.

A conceptual three-dimensional (3-D) perspective of the Total Reconstruction Alternative is presented in **Figure 2-4**.

Figure 2-4
Total Reconstruction Alternative Typical Section 3-D View



Note: Not to scale; for illustrative purposes only, landscaping is conceptual and will be determined in the design phase.

2.4 Preliminary Evaluation of Conceptual Alternatives

Prior to RPC's and LADOTD's identification of the alternatives to be carried forward in the EA, the two conceptual alternatives were further evaluated in terms of impacts to the surrounding community, conceptual engineering, constructability, cost, and public support based on an open forum public meeting. The open forum public information meeting was held at the Regional Transit Authority on July 24, 2012 to provide citizens an opportunity to view the conceptual alternatives being considered for the project (see **Chapter 6**: Agency Coordination and Public Involvement). In addition to presenting the two conceptual alternatives, other goals of the public meeting were to identify concerns and to identify public preference for an alternative. Based on the comments received:

- 17% of the public preferred the No-Build Alternative;
- 67% preferred the Minimum Reconstruction Alternative;
- 11% preferred the Total Reconstruction Alternative; and
- 5% did not indicate a preference.

The majority of the public comments expressed a preference for the Minimum Reconstruction Alternative, because it would improve mobility and aesthetics while maintaining the existing curb and sidewalk width which would minimize reconstruction and not require the relocation of major utilities.

2.5 Identification of Build Alternatives

Based on agency and public comments received as part of the July 24, 2012 Public Meeting regarding impacts and traffic operational concerns and mobility, in combination with the preliminary screening evaluation that was conducted for the conceptual alternatives, the RPC in conjunction with LADOTD determined that there was reasonable justification to eliminate the Total Reconstruction Alternative from further consideration.

Preliminary analysis suggested that both conceptual alternatives would have minimal environmental impacts due largely to the fact that all construction would occur within the existing right-of-way and require no additional property acquisition. In terms of traffic flow and capacity, both alternatives would have the same number of travel lanes and the same intersection geometry, resulting in nearly identical effects on traffic operations. The reduction in the number of travel lanes on Tulane Avenue from six to four would provide the opportunity to develop a complete streets concept incorporating and enhancing other modes of transportation and amenities, such as bikeways and improved pedestrian access.

The main differences between the two conceptual alternatives would involve the relocation of utilities, a longer construction schedule, and additional related costs associated with the Total Reconstruction Alternative. The Minimum Reconstruction Alternative would leave the existing curb in place, thereby minimizing utility relocations/modifications. The Total Reconstruction Alternative would require relocating the curb and associated drainage infrastructure and light poles, resulting in substantial additional time and cost for construction. While the Total Reconstruction Alternative would have one-half foot wider travel lanes as well as a one-foot wider median and a one-half foot wider parking lane in each direction, these slight differences do not appear to make the Total Reconstruction Alternative more efficient in terms of transportation operations and mobility based on traffic analysis.

The Minimum Reconstruction Alternative garnered the most public support based on its anticipated lower cost, minimal impacts due to maintaining the existing curb and utilities, and associated benefits. In conclusion, the Total Reconstruction Alternative would not enhance the transportation operations of the corridor any more than the Minimum Reconstruction Alternative. Additionally, increased costs from relocation of utilities would be required for this alternative, which would affect residences and business along Tulane Avenue for a longer duration during construction. Due to these reasons, the RPC and LADOTD determined that the Total Reconstruction Alternative should be eliminated from further consideration.

Due to public preferences, in addition to reduced cost and the minimal overall environmental impact, it was determined that the Minimum Reconstruction Alternative would be retained. For purposes of this EA, the Minimum Reconstruction Alternative was simply renamed Alternative 1.

2.6 Alternatives Evaluated in this EA

Alternative 1 is the only build alternative selected and subsequently carried forward for further evaluation in this EA. The No-Build Alternative and build alternative, Alternative 1, are described below.

No-Build Alternative

The No-Build Alternative would leave the US 61 (Tulane Avenue) corridor as it exists--no reconstruction would be undertaken. Only minor repairs or improvements and routine annual maintenance would be performed. As part of the analysis performed for this EA, the No-Build Alternative served as a benchmark to allow for the meaningful comparison of the magnitude of environmental effects associated with the build alternative.

Alternative 1

This Minimum Reconstruction Alternative would retain the existing curb and sidewalk width along Tulane Avenue, which would minimize relocation and/or modification of utilities thereby reducing overall construction cost. The typical section would consist of reducing the existing six travel lanes to four, two in each direction. Travel lanes would be increased in width from 10 feet to 10.5 feet and the existing median would be widened to 15 feet. The new typical section would also include a five-foot bike lane, a 7.5-foot parking lane, and a 12-foot sidewalk in each direction. Generally, the project would include construction of the 15-foot raised median, cold mill and overlay with base repairs as needed and restriping of the travel lanes, bike lanes, and parking lanes, and in-place repair and/or replacement of deteriorated or damaged sidewalks.

Additional corridor improvements were also evaluated including addition of exclusive left- and right-turn lanes, access management concepts, and additional traffic signals at key intersections. The proposed improvements are identified below by intersection and by Plan Sheet as presented in the **Conceptual Engineering and Environmental Map Atlas (Map Atlas)** included in **Appendix B**.

<u>Tulane Avenue at S. Carrollton Avenue</u>

This intersection is located in the busiest segment of Tulane Avenue. Currently, left-turns are not permitted on Tulane Avenue; however, exclusive left-turn lanes are provided on both approaches of S. Carrollton Avenue. Proposed improvements would include the following:

- A bus-only left-turn lane on the westbound approach of Tulane Avenue,
- An exclusive right-turn lane on the westbound approach of Tulane Avenue, and
- A left-turn lane from eastbound Tulane Avenue to northbound Carrollton Avenue.

These improvements are presented on **Plan Sheet 1** of the **Map Atlas**.

Tulane Avenue at S. Pierce Street

Currently, the traffic signal at this intersection provides protected left turns for the eastbound innermost travel lane on Tulane Avenue; there is not a designated left-turn lane. This accommodates the vehicles on eastbound Tulane Avenue travelling northbound on S. Carrollton Avenue. Proposed improvements would maintain this movement and also include the following:

- Exclusive right-turn lanes on both approaches of Tulane Avenue, and
- Exclusive left-turn on the eastbound approach of Tulane Avenue.

These improvements are presented on **Plan Sheet 2** of the **Map Atlas**.

Tulane Avenue at S. Cortez

Currently there is a traffic signal at this intersection to provide protected movements for Entergy employees. Proposed improvements would include maintaining the existing traffic signal and providing:

- An exclusive left-turn lane on westbound Tulane Avenue, and
- An exclusive right-turn lane on eastbound Tulane Avenue.

These improvements are presented on **Plan Sheet 3** of the **Map Atlas**.

Tulane Avenue at S. Jefferson Davis Parkway

The Tulane Avenue/S. Jefferson Davis Parkway intersection is critical to local traffic operations because it provides connectivity to various other arterials throughout the City including Earhart Expressway, Claiborne Avenue, Canal Street, and, ultimately, St. Charles Avenue. Improvements proposed at this intersection would improve the connectivity and traffic flow by including the following:

- An exclusive right-turn lane on the eastbound approach of Tulane Avenue, and
- Bike path relocation to align with a proposed crosswalk to eliminate mid-block crossing.

These improvements are presented on **Plan Sheets 5 and 6** of the **Map Atlas.**

Tulane Avenue at S. Gayoso Street

S. Gayoso Street borders the Crescent Club apartments and the Crescent Club retail area. Improvements are proposed here to improve the safety for Crescent Club residents and patrons. S. Gayoso Street provides access to the private residential parking garage and provides access to the parking lot provided to the Crescent Club retail area patrons. The following recommendations were made to improve the operation and safety of the intersection:

- Intersection to be studied for proposed traffic signal, and
- Provide exclusive left-turn lanes on the eastbound and westbound approaches of Tulane Avenue.

These improvements are presented on **Plan Sheet 8** of the **Map Atlas**.

Tulane Avenue at S. Broad Street

S. Broad Street runs along the Orleans Parish Criminal District Court and is critical to local traffic operations because it provides connectivity to various other arterials throughout the City including Earhart Expressway, Washington Avenue, Canal Street, and, ultimately, Napoleon Avenue. Improvements proposed at this intersection would enhance connectivity and traffic flow by providing:

- An exclusive right-turn lane on both the eastbound and westbound approaches of Tulane Avenue.

These improvements are presented on **Plan Sheet 10** of the **Map Atlas**.

Tulane Avenue at S. Rocheblave Street

S. Rocheblave Street is the western border for the VAMC site and this intersection provides access to the VAMC employee and staff parking garage. The garage will be located near the intersection of S. Rocheblave Street and Palmyra Street. The left-turn lanes and proposed traffic signal were evaluated and recommended in the *Draft Southeast Louisiana Veterans Medical Center Traffic Impact Analysis*. These improvements are presented on **Plan Sheet 12** of the **Map Atlas** and would include the following:

- A proposed right-turn lane on westbound Tulane Avenue,
- Future study of the intersection for a proposed traffic signal,
- Exclusive left-turn lanes on the eastbound and westbound approaches of Tulane Avenue,
- Two-way traffic flow on S. Rocheblave north of Tulane Avenue, and
- One-way southbound traffic flow on S. Rocheblave Street south of Tulane Avenue.

Additionally, design criteria for the VA's research center, which will be housed in the existing Dixie Brewery, called for an 18-foot blast radius. The Brewery is located on the north side of Tulane Avenue between S. Rocheblave Street and S. Tonti Street. The blast radius was taken into consideration in the conceptual engineering design of the proposed Tulane Avenue corridor improvements. No parking would be allowed in front of this building. An extended bump-out would create a no-parking zone that will be lined with bollards. These improvements are presented on **Plan Sheet 12 and Plan Sheet 13** of the **Map Atlas**.

Tulane Avenue at S. Galvez Street

This intersection will become the main entrance to the new medical district because it borders both the VAMC and the UMC. The VAMC patient/visitor parking garage is located on S. Galvez Street near the intersection of Banks Street. The left-turn lanes were evaluated and recommended in the *Draft Southeast Louisiana Veterans Medical Center Traffic Impact Analysis*. The improvements noted in the VAMC traffic analysis were modified based on discussions with LADOTD and the RPC. These modified improvements are presented on **Plan Sheet 14** of the **Map Atlas** and would include the following:

- Exclusive right-turn lanes on the eastbound and westbound approaches of Tulane Avenue.

Tulane Avenue at S. Roman Street

This intersection provides access to the surface parking lots for the UMC. The traffic impact analysis conducted for the UMC indicated that some of the intersection approaches operated at level of service F during the peak periods with the projected traffic in conjunction with no intersection improvements (See **Section 4.4** for a description of the levels of service concept). The following recommendations were made to improve the operation of the intersection:

- A proposed right-turn lane on westbound Tulane Avenue,
- Future study of the intersection for a proposed traffic signal, and
- Exclusive left-turn lanes on the eastbound and westbound approaches of Tulane Avenue.

These improvements are presented on **Plan Sheet 15 and Plan Sheet 16** of the **Map Atlas**.

Tulane Avenue at S. Derbigny Street

This intersection also provides access to the surface parking lots for the UMC. The traffic impact analysis conducted for the UMC indicated that the northbound intersection approach operated at level of service E and F during the AM and PM peak periods, respectively with the projected traffic in conjunction with no intersection improvements. The following improvements would be implemented to enhance the operation of the intersection:

- A proposed right-turn lane on westbound Tulane Avenue,
- Add exclusive left-turn lanes on the eastbound and westbound approaches of Tulane Avenue;
- Implement two-way traffic flow on S. Derbigny Street south of Tulane Avenue; and
- Prohibit left-turns on the northbound approach of S. Derbigny Street – only right-turns would be permitted.

These improvements are presented on **Plan Sheet 16** of the **Map Atlas**.

Additionally, pedestrian traffic signals with countdown timers and pedestrian push buttons would be installed at signalized intersections. The push buttons allow pedestrians to call up a walk signal for a specific direction. The timer displays the time remaining in the pedestrian phase and, at the end of the clearance interval, the timer displays a zero and the "don't walk" indication. Not only do the countdown timers increase the feeling of safety, but they are understood by all ages, reduce the number of pedestrians stranded in the crosswalk at the end of the interval, and are suited for areas with senior citizens and people with walking disabilities.

2.7 Preferred Alternative

The final phase of the alternatives development process is selection of a preferred alternative by the FHWA and LADOTD. FHWA and LADOTD have identified Alternative 1 as the preferred alternative. The preferred alternative was selected following the 30-day public comment period after the circulation of the Draft EA. During the 30-day comment period, a Public Hearing was held to provide citizens and agencies an opportunity to participate in the project selection process. The selection of the preferred alternative considered the environmental effects and cost of each alternative, public opinion, and a number of other factors that are summarized in **Chapter 5**.

2.8 Conceptual Engineering Design Layouts

Typical roadway sections and plan sheets were developed for the build alternative. **Appendix B,** which contains an engineering **Map Atlas,** presents the conceptual engineering details for Alternative 1. Based on the proposed typical roadway sections, in combination with LADOTD design guidelines, geometric details of the corridor components are presented in the **Map Atlas** including the US 61 corridor improvements, left turn lanes, and intersection improvements.

2.9 Preliminary Implementation Cost Estimate

Conceptual construction costs were developed for the build alternative. **Table 2-1** provides a summary of estimated project implementation costs, which are in 2012 dollars. It should be noted that project costs could increase in the future due to potential price increases in construction materials, labor, and real estate prices. Such adjustments cannot be made accurately until the date of construction is known.

Table 2-1
Preliminary Project Implementation Cost Estimate ($ 2012)

Cost Component	Alternative 1
Right-of-Way Acquisition	$0.00
Roadway Construction Cost	$7,300,000
Sidewalk Reconstruction, Lighting[1], Landscaping Cost	$5,500,000
Total Estimated Cost (rounded)	$12.8 Million

Note: 1. This cost is for the refurbishment of the existing light poles, not replacement.

3.0: Affected Environment

3.0 AFFECTED ENVIRONMENT

3.1 Land Use

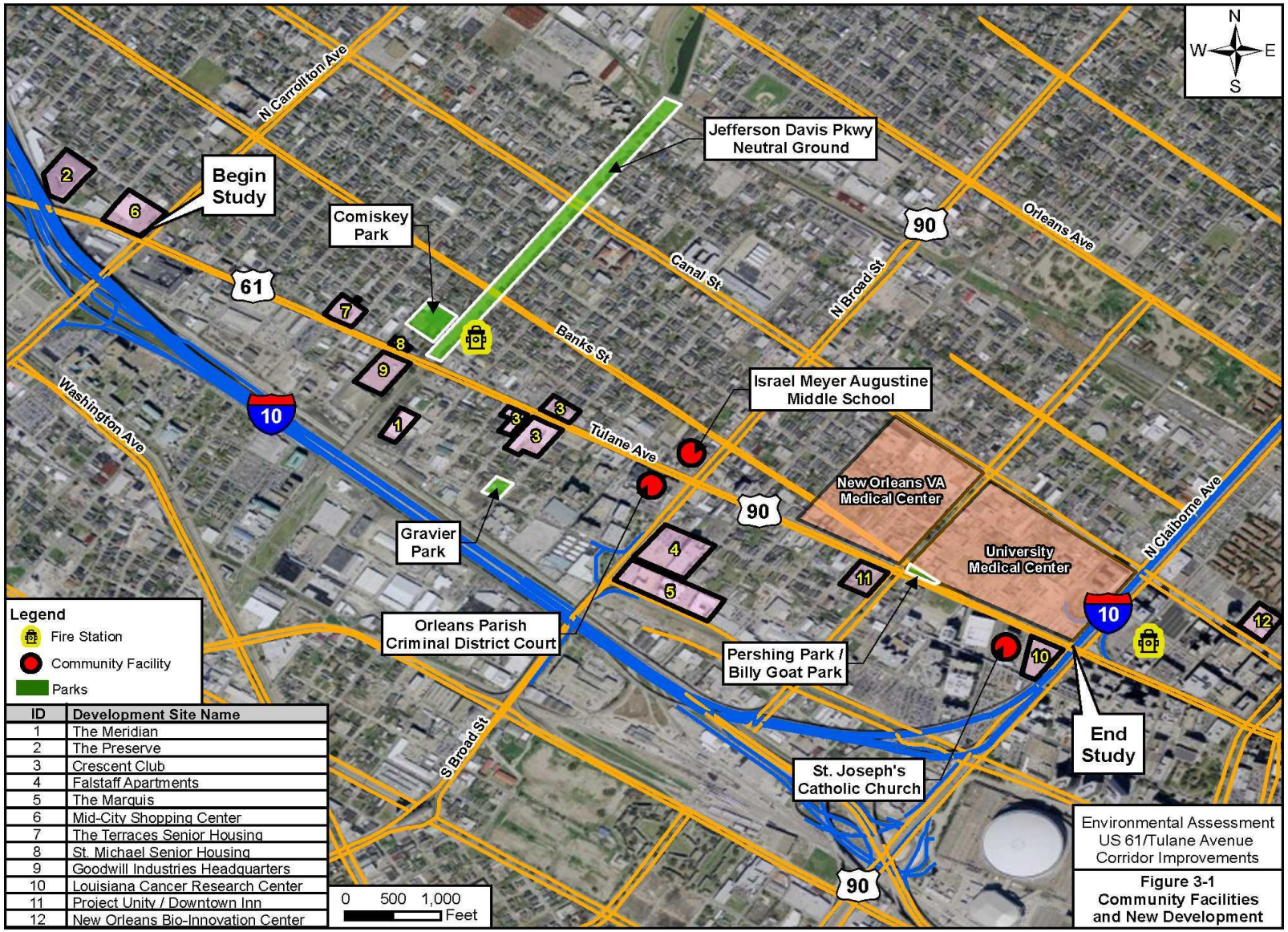
Land use within the study area was assessed using up-to-date land use activity data obtained from the New Orleans City Planning Commission (NOCPC), delineated in accordance with the Land Based Classification Standards, a consistent model for classifying land use based on their characteristics. The study area is completely urbanized. Land use within the study area is mixed with residential activities (both single-family and multi-family residences) and commercial land uses (retail, office, business, or trade activities) generally fronting the major streets in the study area including Tulane Avenue. Other major land uses of note within the study area include large areas of social, institutional, or infrastructure related activities, including St. Joseph's Catholic Church, the Orleans Parish Courthouse and Justice Complex, and the new Veterans Affairs Medical Center (VAMC) and University Medical Center (UMC) which are under construction, as shown in **Figure 3-1**.

Land Use Plans and Policies

For planning purposes, the NOCPC divided the City into 13 planning districts, which are further divided into 72 individual neighborhoods. Tulane Avenue, between S. Carrollton Avenue and S. Claiborne Avenue, is located in planning District 4. The corridor lies within the Mid-City and Tulane-Gravier neighborhoods (NOCPC, 2006). As estimated from the 2006 NOCPC New Orleans Land Use Plan, District 4 consists of the following land uses: 51% residential, 19% commercial, 12% industrial, and 10% institutional. The New Orleans Master Land Use Plan was amended in 2011; however, there were no changes evident in the study area. With development of the VAMC and UMC medical facilities and supporting medical facilities, the land in this vicinity is changing, and may continue to change over time.

There are various structures that are iconic to the Tulane Avenue corridor that have been in use or have recently been converted to new uses. The iconic structures, existing land uses, and recently completed development are listed below and some are pictured in **Photo 3-1** through **Photo 3-12**.

- St. Joseph's Catholic Church (**Photo 3-1**);
- Orleans Parish Courthouse (**Photo 3-2**);
- Dixie Brewery (to become part of the VAMC development; **Photo 3-3**);
- Hotels;
- Commercial and retail establishments;
- Single-family housing;
- Mid-City Shopping Center;
- Southeast Louisiana Goodwill Industries Headquarters (**Photo 3-4**)



ID	Development Site Name
1	The Meridian
2	The Preserve
3	Crescent Club
4	Falstaff Apartments
5	The Marquis
6	Mid-City Shopping Center
7	The Terraces Senior Housing
8	St. Michael Senior Housing
9	Goodwill Industries Headquarters
10	Louisiana Cancer Research Center
11	Project Unity / Downtown Inn
12	New Orleans Bio-Innovation Center

Multi-family Residential Development (approximately 1,200 units)

- St. Michael's Senior Housing (**Photo 3-5**)
- The Terraces (**Photo 3-6**)
- The Preserve (**Photo 3-7**)
- The Crescent Club (**Photo 3-8**)
- The Meridian
- The Marquis
- Falstaff Apartments

- Shops at Crescent Club (**Photo 3-9**);
- Louisiana Cancer Research Consortium (**Photo 3-10**);
- New Orleans Bio-Innovation Center (**Photo 3-11**); and
- Downtown Inn (**Photo 3-12**).

The Domain Companies have constructed three mixed-income rental housing developments within the study area, including the Preserve, the Crescent Club, and the Meridian. The Preserve features 183 market-rate and subsidized apartments that replaced the plant where Crystal Hot Sauce was previously bottled. The Crescent Club has two buildings located at 3000 and 3100 Tulane Avenue between S. Lopez Street and S. Gayoso Street. The Crescent Club features 228 mixed-income rental apartments and a total of 15,000 square feet of retail space. The Crescent Club apartments have private parking garages adjacent to the residential structure. The Shops at Crescent Club front the sidewalk and parking for patrons is provided behind the structure. The Meridian is located at 750 S. Jefferson Davis Parkway between I-10 and Tulane Avenue and features 72 market-rate and subsidized affordable apartments with off-street parking for residents.

Additional new housing developments include the Falstaff apartments, located in the former Falstaff Brewery, and the Marquis development, located on the corner of S. Broad Street and Poydras Street. The Falstaff apartments have 147 units and the Marquis development has 250 units. Both of these developments provide off-street parking for the residents.

There are two developments for senior citizens in the Tulane Avenue corridor between Jefferson Davis Parkway and S. Carrollton Avenue: the Terraces and St. Michael Senior Housing. The Terraces includes 200 units and was developed by Volunteers of America. The St. Michael Senior Housing development, located in the former Young Women's Christian Association apartment building, includes 60 units available to low income seniors.

The new Goodwill Industries' Headquarters is located at 3400 Tulane Avenue, which was the former Albertson's Supermarket site. The Goodwill Headquarters includes 30,000 square feet for the corporate offices as well as space for vocational job training and retail and warehouse space. Goodwill also intends to expand the existing structure by adding 30,000 square feet. The additional space will be used to support job training.

Additional retail development includes the Mid-City Shopping Center located at the former Rock-N-Bowl site on the corner of S. Carrollton Avenue and Tulane Avenue. The shopping center is currently anchored by a Nike Outlet Store and includes 72,000 square feet of retail space with off-street parking.

The Louisiana Cancer Research Consortium was completed in 2012. The building has 10 stories and includes a 175,000 square foot laboratory with state-of-the-art cancer research equipment. It is estimated that the center will employ approximately 200 people.

The New Orleans Bio-Innovation Center is located on Canal Street east of N. Claiborne Avenue in the Central Business District. The center is a four-story, 65,000 square foot building. The New Orleans Bio-Innovation Center is a business incubator that will foster entrepreneurship in the New Orleans bioscience community.

The Downtown Inn is a development created through the partnership of Unity, Inc. and HRI Inc. The Inn has 60 total units, 30 dedicated for workforce individuals and 30 dedicated for homeless individuals. The Downtown Inn was constructed on a site previously occupied by a burned down hotel on the corner of Tulane Avenue and Galvez Street.

Photo 3-1
St. Joseph's Catholic Church

Photo 3-2
Orleans Parish Courthouse

Photo 3-3
Dixie Brewery

Photo 3-4
Goodwill Industries Headquarters

Photo 3-5
St. Michael's Senior Housing

Photo 3-6
The Terraces

Photo 3-7
The Preserve

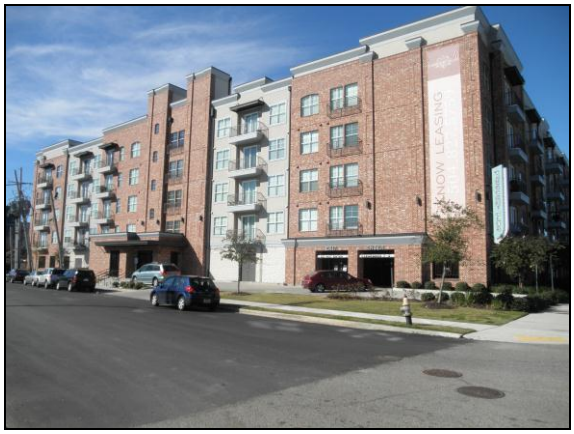


Photo 3-8
The Crescent Club

Photo 3-9
Shops at Crescent Club

Photo 3-10
Louisiana Cancer Research Consortium

Photo 3-11
New Orleans Bio-Innovation Center

Photo 3-12
Downtown Inn

Development that is proposed and under construction includes the following facilities:

- University Medical Center (UMC), and
- New Orleans Veterans Affairs Medical Center (VAMC).

The combined VAMC/UMC sites contain approximately 70 acres and are bounded by Canal Street, Tulane Avenue, Claiborne Avenue, and S. Rocheblave Street. The VAMC and UMC sites are separated by Galvez Street, which will become a main thoroughfare between the two complexes.

The VAMC encompasses 30 acres and is bounded by S. Rocheblave Street, Canal Street, S. Galvez Street, and Tulane Avenue. This site includes 12 city blocks. The VAMC will utilize the existing Dixie Brewery through combined modification of the existing structure and new construction that will house a five-story research facility. The VAMC site includes

approximately 2,000 parking spaces in two parking garages. The staff parking garage will be accessed via S. Rocheblave Street from Canal Street or Tulane Avenue. The patient/visitor parking garage and the main entrance to the VAMC will be accessed via S. Galvez Street (U.S. Department of Homeland Security, 2010a). **Figure 3-2** presents a preliminary site plan for the VAMC and identifies the main entrance accessed via S. Galvez Street.

The UMC will replace the existing Interim LSU Public Hospital. The UMC is proposed to have 424 beds and encompass approximately 1.6 million square feet. This site includes 15 city blocks. The hospital component of the UMC will have two major functions: (1) Inpatient beds and (2) diagnostics and treatment. The UMC is bounded by Galvez Street, Canal Street, Claiborne Avenue, and Tulane Avenue. A five-floor, 1,400-space parking garage is proposed for employees. An additional 1,400 parking space garage for visitors will be constructed adjacent to the employee garage. **Figure 3-2** presents the preliminary site plan for the UMC. Both of these parking garages will be accessible from Tulane Avenue directly or from Canal Street and I-10 by way of surface streets within the UMC site. As is noted in the text a second parking garage has been added and the remaining surface parking lots with be developed as green space.

In summary, much of the older industrial, commercial, and residential properties along Tulane Avenue have been redeveloped into multi-family residential housing facilities, major medical institutional facilities, and supporting medical facilities. Along with some new commercial development, most of the redevelopment includes off-street parking elements.

3.2 Demographics/Environmental Justice

Population, Race, and Ethnicity

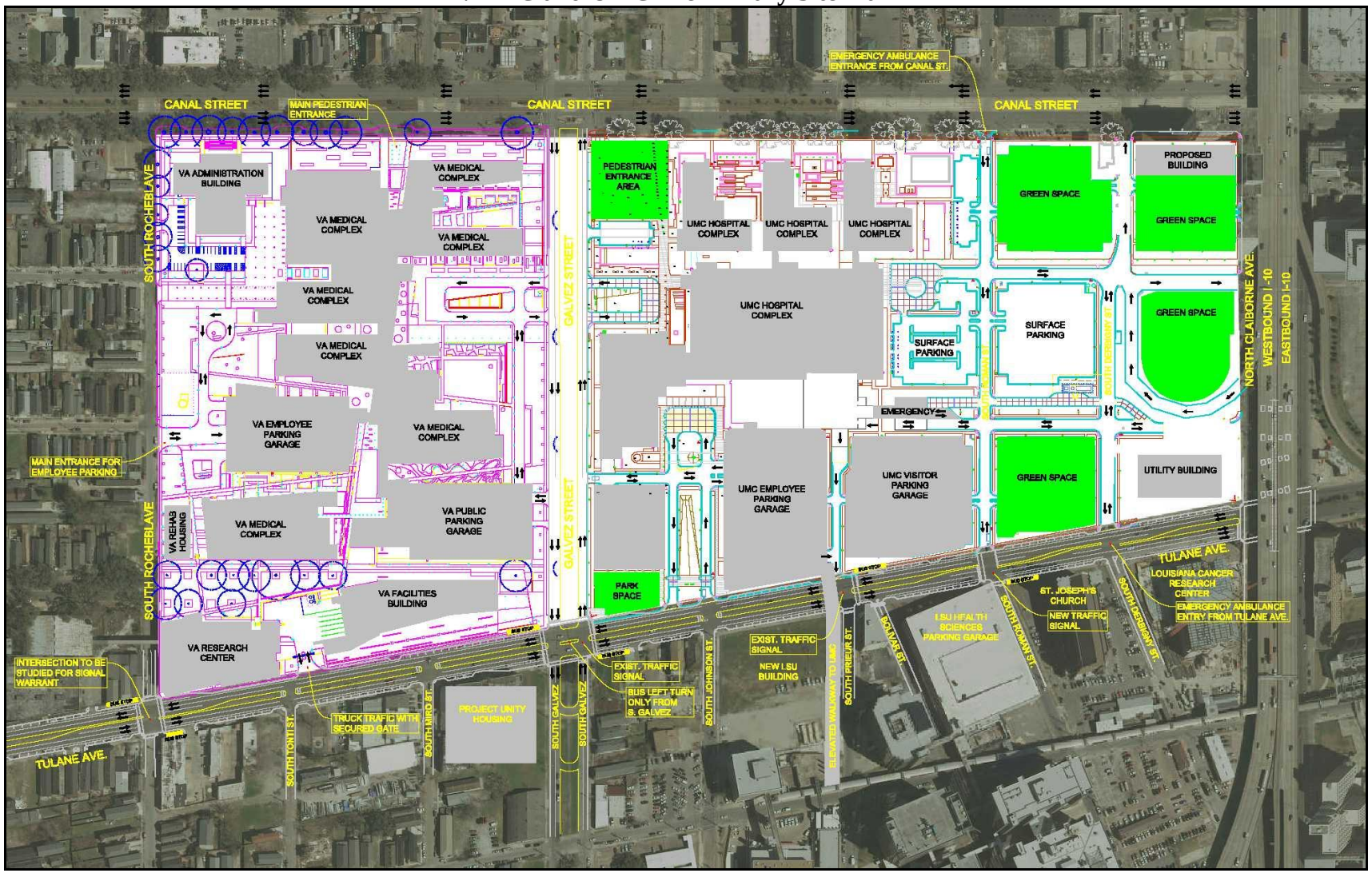
Table 3-1 presents regional population trends in the State of Louisiana and Orleans Parish. While Louisiana experienced a modest 5.9% increase in population from 1990 to 2000, the population of Orleans Parish declined by 2.5% over the same period. During the subsequent 10-year period from 2000 to 2010, the population of Louisiana increased by 1.4%, while the population of Orleans Parish experienced a significant decline of 29.1%, which was mainly due to the effects of Hurricane Katrina in 2005.

Table 3-1
Regional Population Trends: 1990 to 2010

Location	Population			Percent Change 1990-2000	Percent Change 2000-2010
	1990	2000	2010		
Louisiana	4,219,973	4,468,976	4,533,372	5.9%	1.4%
Orleans Parish	496,938	484,674	343,829	-2.5%	-29.1%

Source: U.S. Census Bureau, Summary File 1, 1990, 2000 and 2010.

Figure 3-2
VAMC and UMC Preliminary Site Plan



Source: VA/UMC, 2012

For a more localized demographic analysis, 2010 population, race, and ethnicity data were collected for the Census tracts located within the study area. These project-level data, along with regional race and ethnicity data are presented in **Table 3-2**.

Table 3-2
2010 Total Population, Race, and Ethnicity

Category	Louisiana		Orleans Parish		Census Tracts within the Study Area [1]	
Total Population	4,533,372		343,829		3,610	
Race and Ethnic Origin	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
White Alone	2,836,192	62.6%	113,428	33.0%	596	16.5%
Black or African American Alone	1,452,396	32.0%	206,871	60.2%	2,677	74.2%
American Indian and Alaskan Native Alone	30,579	0.7%	1,047	0.3%	10	0.3%
Asian Alone	70,132	1.5%	9,970	2.9%	137	3.8%
Native Hawaiian and Other Pacific Islander Alone	1,963	0.0%	134	0.0%	4	0.1%
Some Other Race Alone	69,227	1.5%	6,459	1.9%	0	0.0%
Two or More Races	72,883	1.6%	5,920	1.7%	60	1.7%
Hispanic or Latino	192,560	4.2%	18,051	5.2%	268	7.4%
Total Racial Minority [2]	**1,889,740**	**41.7%**	**248,452**	**72.3%**	**3,156**	**87.4%**

Source: U.S. Census Bureau, Summary File 1, 2010.
Notes:
1. Includes the year 2010 delineated Census tracts within the study area (see **Figure 3-3**).
2. Racial Minority = Black or African American alone, American Indian and Alaskan Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, Some Other Race alone, Two or More Races, and Hispanic or Latino.

As shown in **Table 3-2**, 2010 racial minority composition of 41.7% and 72.3% were reported for Louisiana and Orleans Parish, respectively. At the project level, a 2010 racial minority composition of 87.4% was reported for the study area. **Figure 3-3** depicts the minority composition of the study area population.

Income and Poverty

Median household income and percent of the population below poverty level are indicators of economic conditions. As of January 2013, 2010 median household income and low-income data have not yet been released by the U.S. Census Bureau. Median household income and low-income data from two alternative sources are presented in **Table 3-3**, including:

- U.S. Census 2000 data for Louisiana, Orleans Parish, and the Census tracts within the study area; and
- 2006 – 2010 American Community Survey 5-Year Estimates for the Census tracts encompassing study area, available through the U.S. Census Bureau.

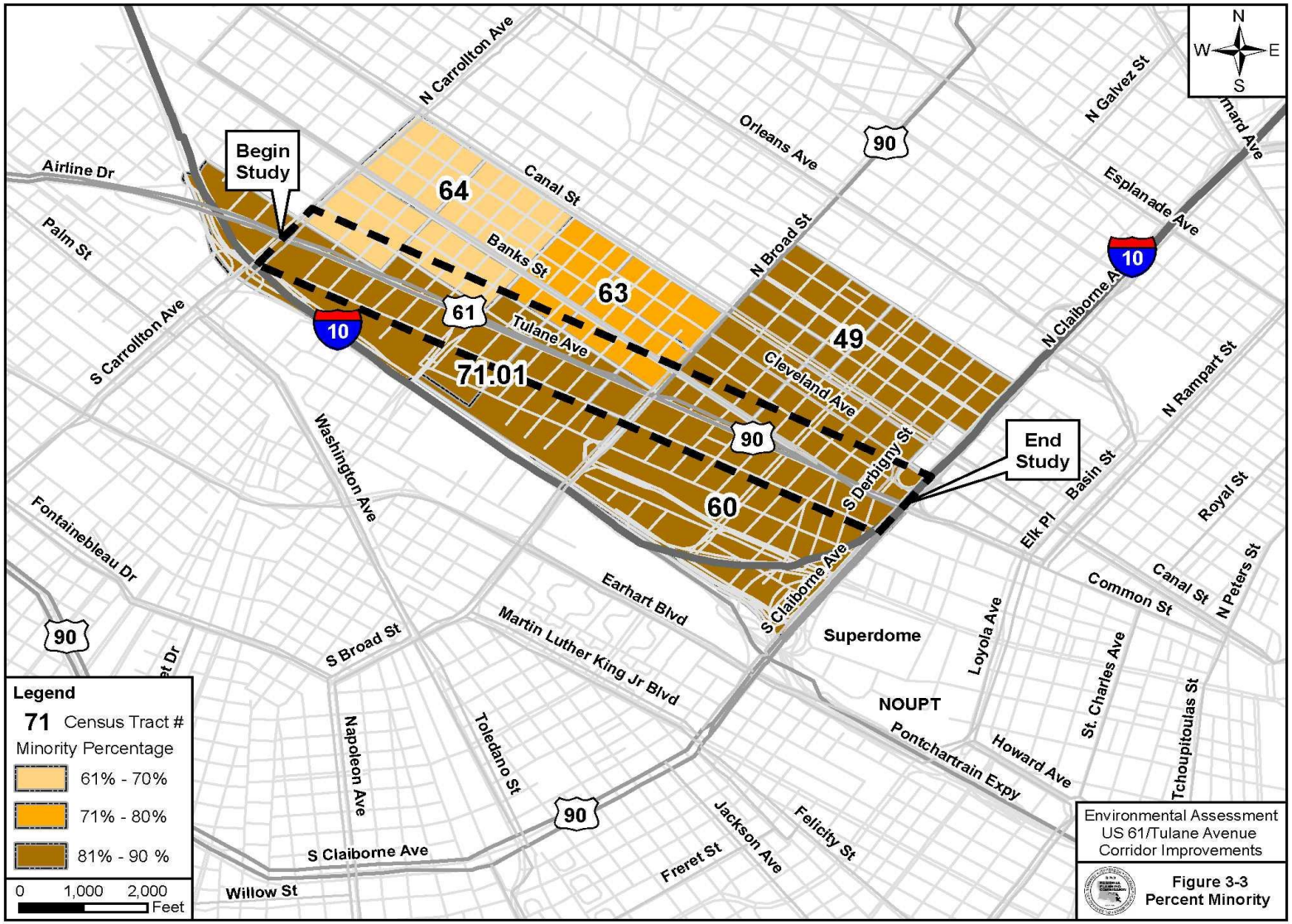

Begin Study
End Study
64
63
61
49
71.01
60
Canal St
Banks St
Tulane Ave
Cleveland Ave
Orleans Ave
N Carrollton Ave
Airline Dr
Palm St
S Carrollton Ave
N Broad St
N Galvez St
Esplanade Ave
N Claiborne Ave
N Rampart St
S Derbigny St
Basin St
Elk Pl
Royal St
Common St
N Peters St
Washington Ave
Fontainebleau Dr
Earhart Blvd
Martin Luther King Jr Blvd
S Broad St
S Claiborne Ave
Superdome
Loyola Ave
St. Charles Ave
Tchoupitoulas St
NOUPT
Howard Ave
Pontchartrain Expy
Napoleon Ave
Toledano St
Jackson Ave
Freret St
Felicity St
Willow St
10
90
Legend
71 Census Tract #
Minority Percentage
61% - 70%
71% - 80%
81% - 90 %
0 1,000 2,000
Feet
N
W
E
S
Environmental Assessment
US 61/Tulane Avenue
Corridor Improvements
Figure 3-3
Percent Minority

Table 3-3
Poverty Status and Median Household Income

U.S. Census 2000 [1]			
Category	**Louisiana**	**Orleans Parish**	**Census Tracts within the Study Area [3]**
Median Household Income	$32,566	$27,133	$14,954
% Population Below Poverty Level	15.8%	23.7%	39.2%
2006 – 2010 American Community Survey [2]			
Category	**Louisiana**	**Orleans Parish**	
Median Household Income	$43,445	$37,468	$22,858
Percent Population Below Poverty Level	18.1%	24.4%	44.9%

Sources:
1. U.S. Census Bureau, Summary File 3, 2000
2. 2006 – 2010 American Community Survey 5-year estimates, available through the U.S. Census Bureau
3. Includes the year 2010 delineated Census tracts within the study area (see **Figure 3-3**).

As shown in **Table 3-3,** the median household incomes within the combined five study area Census tracts (Census tracts 49, 60, 63, 64, and 71.01) were below the median household income of Orleans Parish, and the study area Census tracts reported median household incomes below the 2000 poverty guideline for a four person family as defined by the U.S. Department of Health and Human Services (USHHS). The median household incomes reported from 2006 to 2010 as part of the American Community Survey for the Census tracts encompassing the study area showed that an average of the Census tracts were below the USHHS poverty guidelines for a four person family.

According to Census 2000 data shown in **Table 3-3**, an average of 39.2% of the population fell below the poverty level within the study areas five Census tracts. Additionally, the percentage of people below the poverty level reported from 2006 to 2010 as part of the American Community Survey for study area Census tracts was 44.9%. According to the U.S. Census Bureau, a poverty area is defined as a Census tract or block where at least 20% of residents were below the poverty level. Accordingly, all five of the study area Census tracts were considered poverty areas based on data from 2000 and 2006 to 2010.

Economics

Economic development programs and policies in Orleans Parish are administered by the Mayor's Office of Economic Development. The purpose of this office is to spur the growth of a diverse economy that creates good-paying jobs and provides equal access to economic prosperity. The Office of Economic Development works to promote economic growth through several initiatives as well as development projects and incentive programs.

The study area is composed of mostly single-family and multi-family residential development. However, immediately adjacent to Tulane Avenue are several small businesses, particularly at intersections and the major cross streets, which provide services to residents living both within and outside the study area. As is shown in the income and poverty data from the previous section, unemployment is above average, compared to the parish and state, among residents in the study area as well as the dependence on public transportation to get to employment centers. A key component of this project is to make both public transportation and alternative transportation means, such as bikeways and pedestrian walkways, easier for residents to access and also as a means to spur further economic growth in the study area. A major economic driver for the study area and the City as a whole is the current development of both the University Medical Center and the Veteran's Affairs Medical Center. The Office of Economic Development is working to spur further health-related development in the vicinity of these two facilities currently under construction that will bring additional business and revenue, to the study area.

Environmental Justice

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), requires that Federal agencies consider and address disproportionate adverse environmental and human health effects of proposed Federal projects and programs on minority and low-income populations. EO 12898 reinforces the importance of fundamental rights and legal requirements contained in Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act of 1969. EO 12898 states:

- To the greatest extent practicable and permitted by law "…each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations …" and

- Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.

On April 15, 1997, the U.S. Department of Transportation (USDOT) issued DOT Order 5610.2 on Environmental Justice with the intention of integrating the goals of EO 12898 into USDOT actions. On May 2, 2012, DOT Order 5610.2(a) was issued to update DOT's commitment to environmental justice and clarify certain aspects of the original Order, including the definitions of "minority" populations in compliance with the Office of Management and Budget's (OMB) Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity of

October 30, 1997. The revisions clarify the distinction between a Title VI analysis and an environmental justice analysis conducted as part of a NEPA review, and affirm the importance of considering environmental justice principles as part of early planning activities in order to avoid disproportionately high and adverse effects. The updated Order maintains the original Orders general framework and procedures and DOT's commitment to promoting the principles of environmental justice in all DOT programs, policies, and activities. The following definitions were included in the DOT Order:

- **Minority** was defined as a person who is: (1) Black (a person having origins in any of the black racial groups of Africa); (2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture, regardless of race); (3) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent); (4) American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America [including Central America] and who maintains cultural identification through tribal affiliation or community recognition); or (5) Native Hawaiian and Other Pacific Islander (people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). Minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.

- **Low-income** was defined as a person whose median household income is at or below the U.S. Department of Health and Human Services' poverty guidelines. Low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity. For this evaluation, the term "low-income" is equivalent to, and used interchangeably with, "persons/populations below the poverty level."

The FHWA has developed an environmental justice strategy designed to assess potential impacts among minority and low-income population groups, and to instill effective public involvement strategies as to ensure substantive outreach to, and participation of, environmental justice populations.

3.3 Community Facilities and Services

Community facilities in the study area were identified based on field investigations. Community facilities include schools, churches, cemeteries, parks, and other public facilities. Within the study area there is one church, one school, and the Orleans Parish Courthouse. The community facilities within the immediate vicinity of Tulane Avenue are identified below and are graphically presented in **Figure 3-1**.

The study area is located within the First Police District with the station located at 501 N. Rampart Street approximately a half mile from the end of the study area at Tulane Avenue and South Claiborne Avenue. The 2nd an 5th Fire Districts split the study area with fire stations located at Baudin Street and S. Jefferson Davis Parkway, approximately two block from Tulane Avenue, and S. Robertson Street and Cleveland Street, approximately one block from Tulane Avenue at S. Claiborne Avenue. The fire stations are shown in **Figure 3-1**.

St. Joseph's Catholic Church is located on the eastbound side of Tulane Avenue between S. Roman Street and S. Derbigny Street. St. Joseph's Church opened for service in January 1893. Currently, the church holds mass twice on Sundays and once a day on weekdays.
The Orleans Parish Criminal District Court is located on the eastbound side of Tulane Avenue between S. White Street and S. Broad Street.

Across Tulane Avenue from the courthouse at the corner of S. Broad Street and Baudin Street is the Israel Meyer Augustine Middle School. This school is operated by the New Orleans Public School Board, but is currently closed and not in use.

Pershing Park was originally developed in 1884 as Tulane Park. The park was renamed to honor General John J. "Black Jack" Pershing and includes a small World War I memorial. The park is now commonly known as Billy Goat Park (Preservation Resource Center, 2007). Configuration of the park is being modified by construction of the UMC complex. The statue (**Photo 3-13**) located at this park will be relocated to the VA property during construction, as noted in the May 6, 2010 Tulane Avenue Steering Committee meeting. Comiskey Park and Gravier Park are small neighborhood parks located approximately one block off of Tulane Avenue. The Jefferson Davis Parkway Neutral Ground is also a large open green space with several monuments and a walking/bike path.

Photo 3-13
Pershing Park Statue

3.4 Transportation and Traffic

Below is a summary of the study area transportation network, and operational conditions. **Section 4.4** summarizes the report findings for the build alternative.

Existing Transportation Network Characteristics

Tulane Avenue is a six-lane divided roadway that generally runs east/west. Additional east/west corridors in the vicinity of the Tulane Avenue corridor include Canal Street, Poydras Street, and I-10. Roadways that provide north/south access in the vicinity of the corridor include S. Carrollton Avenue, S. Jefferson Davis Parkway, S. Broad Street, S. Galvez Street, and S. Claiborne Avenue. All of the mentioned roadways are multi-lane divided facilities.

There is one signalized left-turn movement at the Tulane Avenue and S. Pierce Street intersection. This eastbound left-turn movement is used by drivers to access northbound S. Carrollton Avenue because left-turns are prohibited at the Tulane Avenue and S. Carrollton Avenue intersection. Throughout the Tulane Avenue corridor, left-turns are generally prohibited, creating little opportunity for left-turn movements.

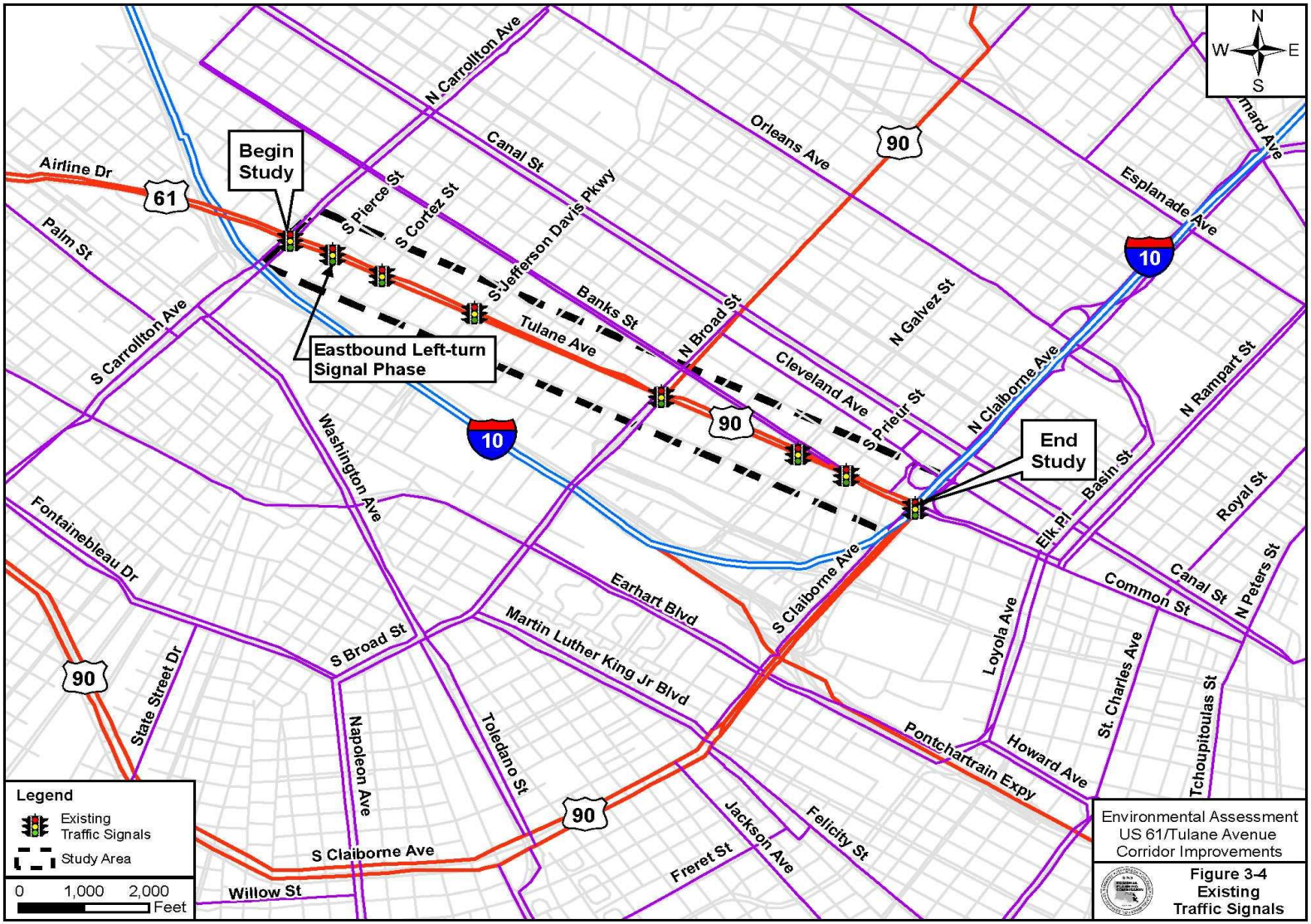
Existing traffic signals are presented on **Figure 3-4** and are located at the following intersections:

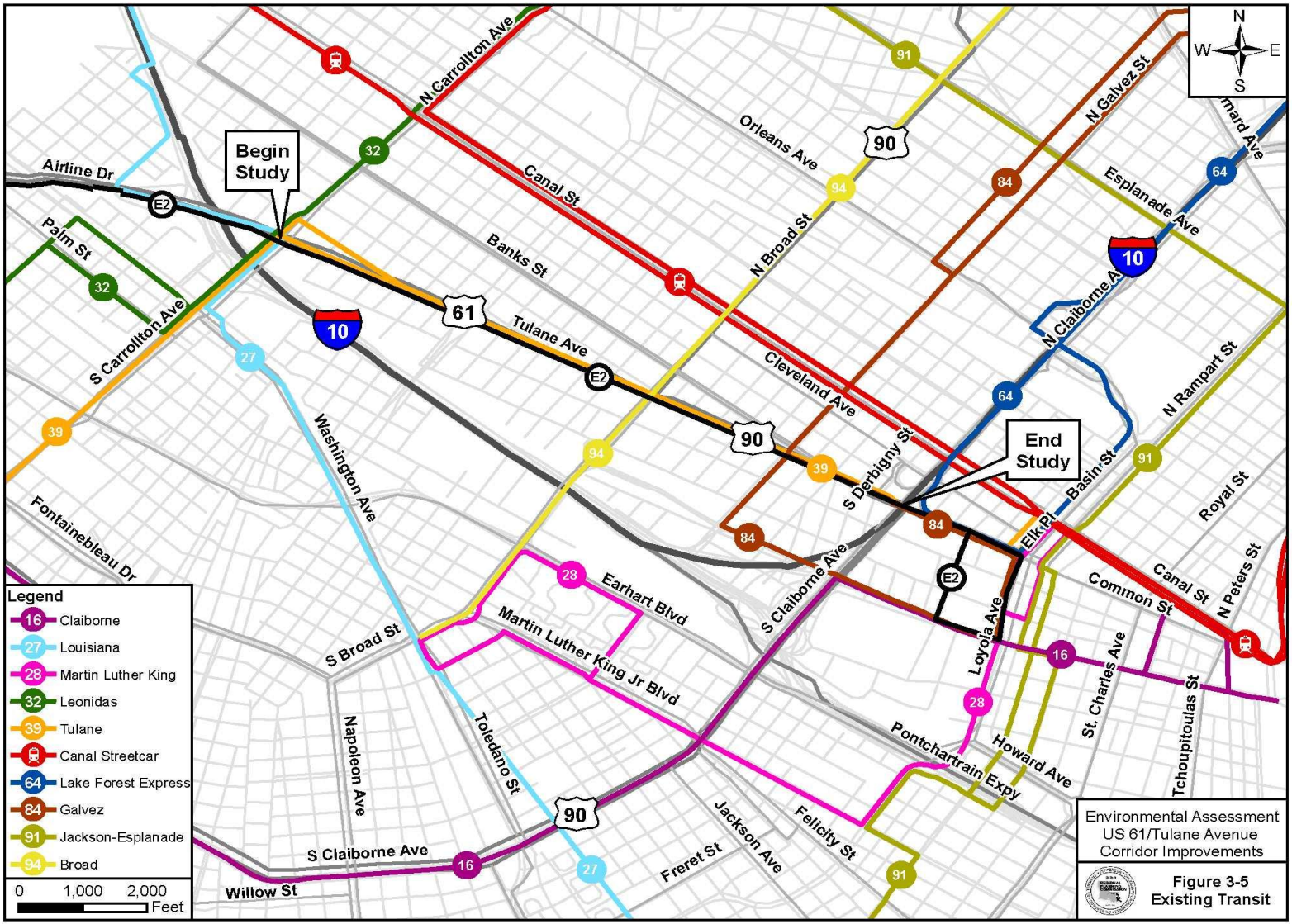
- Tulane Avenue at S. Carrollton Avenue;
- Tulane Avenue at S. Pierce Street;
- Tulane Avenue at S. Cortez Street;
- Tulane Avenue at S. Jefferson Davis Parkway;
- Tulane Avenue at S. Broad Street;
- Tulane Avenue at S. Galvez Street;
- Tulane Avenue at S. Prieur Street; and
- Tulane Avenue at S. Claiborne Avenue.

Because of the lack of left-turn accessibility, U-turns on major cross-streets frequently occur throughout the corridor. Major cross-streets, including S. Jefferson Davis Parkway, S. Broad Street, and S. Galvez Street, have U-turn bays within the medians.

Truck movements within the City of New Orleans are restricted to official, designated "Heavy Truck Routes." The designated truck routes are intended to limit the amount of truck traffic within residential neighborhoods and generally connect to major arterials, highways, and interstates. Official "Heavy Truck Routes" in the study area include Tulane Avenue, S. Carrollton Avenue, S. Jefferson Davis Parkway, S. Broad Street, and S. Claiborne Street (Goody Clancy, 2010).

Tulane Avenue is an important transit corridor with bus stops located throughout the corridor. The corridor is serviced by two Regional Transit Authority bus lines, the Tulane bus line (39) and the Galvez bus line (84). Along with these two bus lines that traverse the corridor, there are several other bus lines that connect with the Tulane and Galvez bus lines that provide connections throughout the City as shown in **Figure 3-5**.


Begin Study
End Study
Eastbound Left-turn Signal Phase
Airline Dr
61
Palm St
S Carrollton Ave
N Carrollton Ave
Canal St
S Pierce St
S Cortez St
S Jefferson Davis Pkwy
Banks St
Tulane Ave
Cleveland Ave
N Broad St
Orleans Ave
90
10
N Galvez St
Esplanade Ave
N Claiborne Ave
S Prieur St
Elk Pl
Basin St
N Rampart St
Royal St
Common St
Canal St
N Peters St
Washington Ave
Fontainebleau Dr
Earhart Blvd
S Claiborne Ave
Martin Luther King Jr Blvd
S Broad St
State Street Dr
Napoleon Ave
Toledano St
Loyola Ave
St. Charles Ave
Tchoupitoulas St
Pontchartrain Expy
Howard Ave
Jackson Ave
Felicity St
Freret St
S Claiborne Ave
Willow St
N
W
E
S
Legend
Existing Traffic Signals
Study Area
0 1,000 2,000
Feet
Environmental Assessment
US 61/Tulane Avenue
Corridor Improvements
Figure 3-4
Existing
Traffic Signals


Begin Study
End Study
Airline Dr
Palm St
S Carrollton Ave
N Carrollton Ave
Canal St
Banks St
Tulane Ave
Cleveland Ave
Orleans Ave
N Broad St
N Galvez St
Esplanade Ave
N Claiborne Ave
N Rampart St
Royal St
S Derbigny St
Elk Pl
Basin St
Common St
Canal St
N Peters St
Loyola Ave
St. Charles Ave
Tchoupitoulas St
Howard Ave
Pontchartrain Expy
Washington Ave
Fontainebleau Dr
S Broad St
Earhart Blvd
Martin Luther King Jr Blvd
S Claiborne Ave
Napoleon Ave
Toledano St
Jackson Ave
Felicity St
Freret St
Willow St
Legend
16 Claiborne
27 Louisiana
28 Martin Luther King
32 Leonidas
39 Tulane
Canal Streetcar
64 Lake Forest Express
84 Galvez
91 Jackson-Esplanade
94 Broad
0 1,000 2,000 Feet
N
W
E
S
Environmental Assessment
US 61/Tulane Avenue
Corridor Improvements
Figure 3-5
Existing Transit

Historic and Existing Traffic Conditions

Seven years of historic average daily traffic (ADT) counts, over a sixteen year period, were obtained from LADOTD for three segments of Tulane Avenue. **Table 3-4** presents the historic ADTs for the three segments of Tulane Avenue. There was a significant increase in daily traffic on Tulane Avenue in 2004 that can be attributed to roadway re-construction on the Pontchartrain Expressway/I-10. As indicated by the traffic volumes, there was a steep decline in daily traffic volumes between 2004 and 2008, attributable to changes in population and travel patterns following Hurricane Katrina in August 2005. Traffic on the segments of Tulane Avenue between the I-10 ramps and Carrollton Avenue and between S. Jefferson Davis Parkway and S. Broad Street decreased approximately 40%, while traffic on the segment of Tulane Avenue between S. Galvez Street and Claiborne Avenue decreased approximately 50%.

Table 3-4
Tulane Avenue Historic Average Daily Traffic Counts

Begin Limit	End Limit	1994	1997	1998	2001	2004	2008	2010
I-10 Ramps	Carrollton Avenue	24,172	29,068	24,790	27,310	38,394	23,470	23,730
S. Jefferson Davis Parkway	S. Broad Street	25,331	28,349	27,727	22,962	36,136	21,959	21,451
S. Galvez Street	Claiborne Avenue	24,169	22,265	25,049	19,562	36,261	17,467	19,185

Source: LADOTD

Existing Traffic Operations/Conditions

Urban Systems, Inc. collected turning movement counts near the hospital developments, including counts along Tulane Avenue. The counts were performed along the Tulane Avenue corridor in September and October 2009. The following locations were counted:

- S. Broad Street;
- S. Galvez Street;
- S. Prieur Street;
- S. Roman Street;
- S. Derbigny Street; and
- S. Claiborne Avenue.

Twenty-four-hour tube counts were also obtained along key minor streets located in proximity to each of the medical centers, as follows:

- S. Prieur Street between Tulane Avenue and Palmyra Street, and
- S. Roman Street between Tulane Avenue and Palmyra Street.

Supplemental turning movement counts were collected by Stantec, formerly ABMB Engineers, at the following intersections along the Tulane Avenue corridor in early November 2012:

- S. Carrollton Avenue;
- S. Pierce Street;
- S. Cortez Street;
- S. Jefferson Davis Parkway; and
- S. Gayoso Street.

The existing conditions turning movement counts were utilized to evaluate peak hour traffic operations and were evaluated using the Highway Capacity Software (HCS).

Level of service/capacity analyses were performed for each of the signalized intersections within the corridor limits. Level of service (LOS) represents a qualitative evaluation of the traffic operational characteristics of a given intersection using procedures developed by the Transportation Research Board and contained in the *Highway Capacity Manual (HCM), Special Report 209*. The *Highway Capacity Manual* procedures have been adapted to computer-based analysis packages. Level of service results for the study area intersections are reported within the HCS traffic engineering software package.

In general, intersection levels of service range from LOS A, a condition of little or no delay, to LOS F, a condition of capacity breakdown represented by heavy delay and congestion. LOS B is characterized as stable flow. LOS C is considered to represent stable traffic flow, but is becoming susceptible to congestion with general levels of comfort and convenience declining noticeably. LOS D approaches unstable flow as speed and freedom to maneuver are severely restricted and LOS E represents unstable flow at or near capacity levels with poor levels of comfort and convenience. **Table 3-5** presents the LOS criteria measured in delay per vehicle for signalized and stop-controlled intersections.

Table 3-5
Level of Service Criteria for Intersections

LOS	Signalized Intersection Control Delay per Vehicle (sec/veh)	Unsignalized Intersection Control Delay per Vehicle (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Source: *Highway Capacity Manual*, Transportation Research Board (2000)

The collected traffic counts and existing intersection geometry were utilized to generate existing peak hour LOS and delay estimates for each of the key intersections on Tulane Avenue between S. Broad Street and S. Claiborne Avenue. The overall intersection LOS for the signalized intersections and the approach LOS for the unsignalized intersections for both the morning and evening peak traffic hours are presented in **Table 3-6**.

Table 3-6
Existing Condition Levels of Service

Intersection/Approach	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
Signalized Intersections				
Tulane Avenue at S. Carrollton Avenue	C	23.8	C	21.4
Tulane Avenue at S. Pierce Street	B	17.9	B	17.6
Tulane Avenue at S. Cortez Street	A	6.4	B	16.8
Tulane Avenue at S. Jefferson Davis Parkway	C	32.8	C	23.3
Tulane Avenue at S. Broad Street	B	18.4	B	18.1
Tulane Avenue at S. Galvez Street	B	12.2	B	12.9
Tulane Avenue at S. Prieur Street	A	7.8	A	7.9
Tulane Avenue EB at S. Claiborne Avenue [1]	C	23.5	B	18.8
Tulane Avenue WB at S. Claiborne Avenue [1]	B	18.8	B	17.9
Unsignalized Intersections				
Tulane Avenue at S. Gayoso Street				
Tulane Avenue eastbound approach	A	8.3	B	12.3
Tulane Avenue westbound approach	B	12.0	A	8.5
S. Gayoso Street northbound approach	E	37.8	D	30.9
S. Gayoso Street southbound approach	-	-	-	-
Tulane Avenue at S. Roman Street				
Tulane Avenue eastbound approach	A	8.4	A	9.7
Tulane Avenue westbound approach	B	11.8	A	8.8
S. Roman Street northbound approach	E	48.3	E	49.0
S. Roman Street southbound approach	E	47.8	D	28.6
Tulane Avenue at S. Derbigny Street				
Tulane Avenue eastbound approach	A	8.9	B	10.3
Tulane Avenue westbound approach	B	10.3	A	9.5
S. Derbigny Street northbound approach	C	22.6	E	41.3
S. Derbigny Street southbound approach	C	15.5	C	22.6

Source: Urban Systems, Inc., 2010a and 2010b
Notes: (1) Tulane Avenue at S. Claiborne intersection operates as two individual signals

Intersections in urban areas are considered to operate at acceptable levels during peak periods with LOS E or better. The signalized intersections evaluated as part of the VA/UMC traffic

studies currently operate at LOS C or better, which represents acceptable levels of service during the peak periods.

At the Tulane Avenue/S. Roman Street intersection, the northbound approach currently operates at LOS E during the AM and PM peak hours. At the same intersection, the southbound approach currently operates at LOS E during the AM peak hour and LOS D during the PM peak hour.
At the Tulane Avenue/S. Derbigny Street intersection, the northbound approach currently operates at LOS E during the PM peak hour. The remaining approaches of this intersection currently operate at acceptable levels of service during the peak periods.

Overall, the Tulane Avenue corridor currently operates at an acceptable LOS, especially considering that this is an urban arterial in a densely developed urban corridor. This reflects to some degree the underutilization of the available roadway capacity. However, there are still some transportation operational deficiencies and issues in the corridor including:

- Left turns are generally prohibited throughout the corridor resulting in inefficient access in certain areas.
- The existing narrow median provides a limited pedestrian refuge for pedestrians crossing the street and access to transit stations.
- While Tulane Avenue is a designated bike route on the City of New Orleans Bikeway Master Plan, there are no signed or designated bike lanes. This results in poor conditions for bike use in the corridor.
- Bus stops are currently located prior to (near side) of signalized and non-signalized intersections with poorly define or non-existent bus bays. Therefore, transit buses typically cannot completely exit the outside travel lane at bus stops when loading and unloading passengers, thereby blocking the outside travel lane. This reduces the capacity of the intersection and creates additional delay, particularly at signalized intersections. In certain circumstances, it is also difficult for buses to fully re-enter the travel lanes having to wait for the signal to turn green and the traffic queue to pass.
- Existing pedestrian sidewalks are variable in width and in poor condition throughout much of the corridor, limiting the desirability for pedestrian usage in the corridor. Accessibility is also an issue in certain locations.

Parking Analysis

A survey of existing parking along Tulane Avenue was conducted on September 13 and 14, 2012 to determine the usage of the existing on-street parking. An eight-foot wide parking lane on both sides of Tulane Avenue generally extends the entire length of the corridor from S. Carrollton Avenue to S. Claiborne Avenue. Parking is prohibited in some locations such as at driveways, bus stops, and loading zones. There is currently an estimated total of 515 parking spaces along the corridor. The parking spaces were surveyed by block in both directions at three separate time periods during the course of the two-day survey and an average was taken for the usage. The survey showed that the parking usage varied by block based largely on the type of land use

directly adjacent to Tulane Avenue. Blocks with retail commercial use and the area around the Orleans Parish Criminal Courts building had the highest demand for parking. The blocks around the UMC and VAMC construction site also had high demand due to on-going construction. While some blocks had an average usage of over 50%, with some as high as 85%, other blocks had no usage for the two-day period. The total average usage for parking along Tulane Avenue was estimated at 43% over the two-day period. Existing office buildings, motels, new multi-family housing developments, the Orleans Parish Courthouse, and the new medical facilities, including the UMC and VAMC, all provide off street parking. The Shops at Crescent Club has also constructed an off-street parking lot behind the development for customers. In general, all redevelopment and new developments along Tulane Avenue provide off-street parking.

3.5 Utilities

The majority of the local roadways throughout the study area contain buried communication, water, sewage, and gas distribution lines, in addition to storm water collection and drainage lines and overhead electrical transmission and distribution lines. All of these utilities are also directly adjacent to Tulane Avenue in the study area. The utilities mainly parallel both side of the roadway with several crossings at the intersections with local roads.

Entergy provides electrical service throughout the study area. Entergy maintains a large aerial transmission line that runs parallel to Tulane Avenue on the north side from S. Claiborne Avenue to S. Prieur Street and in most instances the poles are located in the sidewalk less than eight feet from the edge of the roadway. Overhead low voltage distribution lines are located adjacent to the local streets, including Tulane Avenue, to provide power to abutting properties.

AT&T and Cox Communications provide communication services through both aerial and buried fiber optic and/or copper cable communication lines in the study area. The communication utilities generally parallel the local roads and are either buried or share the poles that also support the electrical distribution system.

The Sewage and Water Board of New Orleans operates water and sewage utilities throughout the study area as well as maintaining storm water drainage. There are water lines that run along the local streets, including Tulane Avenue, providing service to area structures. There is a sewage lift station located at the intersection of S. Rocheblave Street and Palmyra Street approximately 700 feet from Tulane Avenue. In addition, there are smaller gravity sewage lines that run along local streets providing service to area structures. There are larger box culverts that run in the neutral ground on S. Galvez Street that cross Tulane Avenue as well as smaller drainage lines and catch basins along both sides of Tulane Avenue.

Natural gas service in the study area is operated by Entergy. Distribution lines are located adjacent to local streets, including Tulane Avenue, to provide natural gas to local residences and businesses.

3.6 Visual Environment

The visual landscape of the study area is characterized by dense urbanization, with large areas of both single- and multi-family residential structures intermixed with commercial structures along Tulane Avenue, and various other office and public facilities (schools, churches, hospitals, etc). Additionally, the urbanized visual landscape is affected by the Pontchartrain Expressway running parallel to the south of the study area and the elevated I-10 at the eastern end of the study area. In general, green space is limited to large medians within several of the intersecting roadway rights-of-way including S. Carrollton Avenue, S. Jefferson Davis Parkway, S. Broad Street, and S. Galvez Street. Characteristic of an urban environment, overhead utility lines and lighting are widespread throughout the visual landscape in addition to overhead traffic signals at major intersections. Along Tulane Avenue, the existing six travel lanes and sidewalks create a vast expanse of concrete and asphalt that is generally void of landscaping with the exception of some sidewalk plantings in front of the new multi-family or commercial facilities. Overall the Tulane Avenue corridor has minimal visual appeal.

3.7 Cultural Resources

There is one structure on Tulane Avenue, the Orleans Parish Criminal Courts Building, which is listed on the National Register of Historic Places (NRHP) (**Photo 3-13**). This art deco-style building, completed in 1929, continues in its original use as a courthouse.

Photo 3-13
Orleans Parish Criminal Courts Building

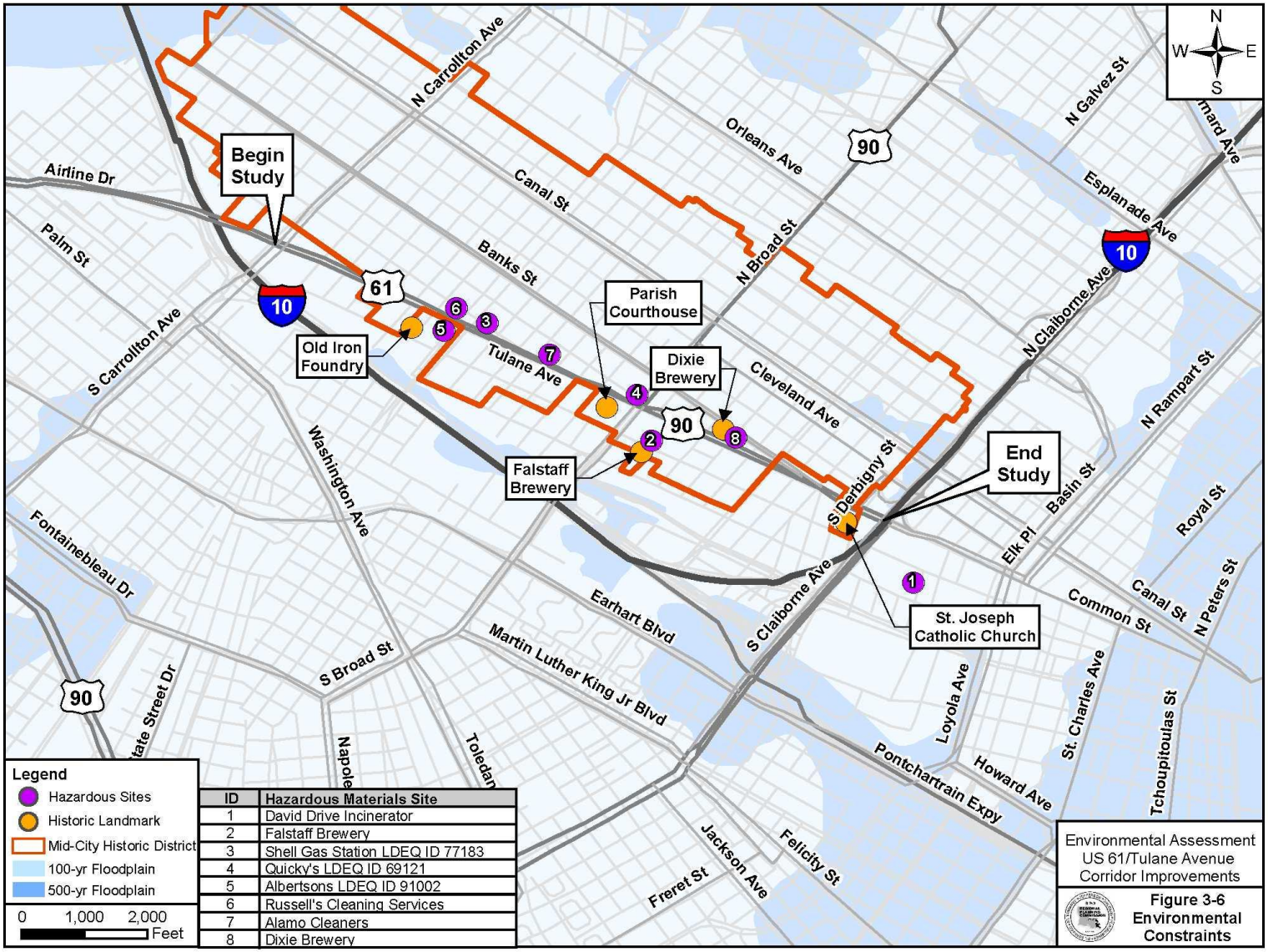
The Mid-City Historic District has also been listed on the NRHP since 1993. As shown in **Figure 3-6**, the historic district is roughly bounded by Derbigny Street, City Park Avenue, Conti Street, and I-10/Claiborne Avenue and includes approximately 8,500 acres. The historic district includes 4,489 structures that are mostly residential and represent building types and styles from 1860 to 1943, including Eastlake, Greek Revival, Queen Anne revival, and bungalow/Craftsman. In 2008, the area was re-evaluated in consultation with the State Historic Preservation Office (SHPO) and it was determined that 13 blocks on the periphery of the Mid-City NRHP had experienced a loss of integrity so significant as to warrant their removal from the district. Some of these blocks recommended for removal are located in the VAMC and UMC sites (U.S. Department of Homeland Security, 2008).

Several other buildings in the study area have been designated or nominated as historic landmarks by the New Orleans Historic District Landmark Commission (HDLC). The two designated structures are St. Joseph's Catholic Church and Dixie Brewery. There are two structures nominated by the HDLC for historic landmark designation" the Falstaff Brewery on S. Dorgenois Street and an Old Iron Foundry on S. Clark Street.

A preliminary historic standing structure field reconnaissance was conducted in October 2012 for those built resources located within, or immediately adjacent to, the US 61/Tulane Avenue corridor. A complete analysis of the field reconnaissance is detailed in the findings report included in **Appendix C**. Coordination with the SHPO is on-going to assess the eligibility of any identified structures for listing in the NRHP and potential impacts from the project.

3.8 Section 4(f) and Section 6(f)

Section 4(f) of the Department of Transportation Act of 1966 prohibits USDOT agencies from using land from any significant publicly-owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site, unless: (1) there are no feasible and prudent alternatives to the use of such land; and (2) the proposed action or use includes all possible planning to minimize harm to the property. In addition to Section 4(f) requirements, additional protection of recreational sites is afforded by Section 6(f) of the Land and Water Conservation Fund Act (LWCF) of 1965. The provisions of the LWCF Act specify that any land or facility planned, developed, or improved with funds from this program cannot be converted to other uses unless replacement land of equal market value and roughly equivalent usefulness is provided. A few parks as noted in **Section 3.3** as well as the Mid-City Historic District are present within the study area. The three parks include Pershing Park, Comiskey Park, and Gravier Park, which are shown on **Figure 3-1**. As indicated in **Figure 3-1**, Comiskey Park and Gravier Park are several blocks from Tulane Avenue. Both are maintained and operated under the New Orleans Recreation Department. Pershing Park is the only park adjacent to Tulane Avenue; however, it is being modified by the UMC project. This park is maintained by the New Orleans Parks and Parkways Commission.


Begin Study
End Study
Parish Courthouse
Old Iron Foundry
Dixie Brewery
Falstaff Brewery
St. Joseph Catholic Church
N Carrollton Ave
Airline Dr
Canal St
Orleans Ave
N Galvez St
Esplanade Ave
Palm St
Banks St
N Broad St
N Claiborne Ave
S Carrollton Ave
Tulane Ave
Cleveland Ave
N Rampart St
Washington Ave
S Derbigny St
Basin St
Royal St
Elk Pl
Fontainebleau Dr
Earhart Blvd
S Claiborne Ave
Common St
Canal St
N Peters St
S Broad St
Martin Luther King Jr Blvd
Loyola Ave
St. Charles Ave
Tchoupitoulas St
Pontchartrain Expy
Howard Ave
Jackson Ave
Felicity St
Freret St
Napoleon
Toledano
61
10
90
N
W
E
S
Legend
Hazardous Sites
Historic Landmark
Mid-City Historic District
100-yr Floodplain
500-yr Floodplain
0 1,000 2,000
Feet
ID | Hazardous Materials Site
1 | David Drive Incinerator
2 | Falstaff Brewery
3 | Shell Gas Station LDEQ ID 77183
4 | Quicky's LDEQ ID 69121
5 | Albertsons LDEQ ID 91002
6 | Russell's Cleaning Services
7 | Alamo Cleaners
8 | Dixie Brewery
Environmental Assessment
US 61/Tulane Avenue
Corridor Improvements
Figure 3-6
Environmental
Constraints

3.9 Water Resources

Surface Water Resources

The study area is located in the middle of the western portion of Orleans Parish within the Lake Pontchartrain Drainage Basin, approximately four miles south of Lake Pontchartrain, two miles west of the Mississippi River, and one-half mile south of Bayou St. John. An extensive system of flood protection levees border these water bodies, eliminating direct connection to the natural surface water hydrology. The surface waters within Orleans Parish consist of several non-navigable, man-made drainage canals, including the 17th Street Canal and London Canal, which collect storm water runoff and gravity flow to the north. At several locations, large pump stations siphon water from these drainage canals and discharge it over the levee system into Lake Pontchartrain.

The Louisiana Department of Environmental Quality (LDEQ) 2010 *Water Quality Integrated Report* designates waters throughout the State of Louisiana for the following uses: *Primary contact recreation, secondary contact recreation,* and *fish and wildlife propagation*.

- *Primary contact recreation* is defined as any recreational or other water use in which there is prolonged and intimate contact with water involving considerable risk of absorbing waterborne constituents through the skin or of ingesting constituents from water in quantities sufficient to pose a serious health hazard. Examples include swimming, water skiing and skin diving.

- *Secondary contact recreation* is a use where the probability of ingesting appreciable quantities of water is minimal, such as fishing, boating, and wading.

- *Fish and wildlife propagation* applies to waters used for preservation and reproduction of aquatic biota such as indigenous species of fish and invertebrates as well as reptiles, amphibians, and other wildlife associated with aquatic environments. It also includes maintenance of water quality at a level that prevents contamination of aquatic plants and wildlife that may be consumed by humans.

Lake Pontchartrain and the Mississippi River watersheds are both listed as fully supporting all three uses. All of the surface waters within the study area are pumped into Lake Pontchartrain and, therefore, have an effect on its water quality. All of the storm water runoff from the study area drains into man-made collection systems and canals that are part of the Lake Pontchartrain drainage canals in Jefferson and Orleans Parishes watershed or into Bayou St. John. These man-made drainage canals are listed as not supporting both primary contact recreation and fish and wildlife propagation with the suspected sources of impairment consisting of high levels of fecal coliform and low dissolved oxygen. Bayou St. John is listed as not supporting primary contact recreation. The suspected sources of these impairments include sanitary sewer overflows and the municipal (urbanized high density) nature of the area. There is also the potential for chemical, petroleum, and other hazardous materials from roadway surfaces and illegal discharge to storm drains.

The Clean Water Act (CWA) makes it unlawful to discharge storm water from construction sites into waters of the U.S. unless authorized by the U.S. Environmental Protection Agency's (USEPA's) National Pollutant Discharge Elimination System (NPDES) General Permit. A construction project that affects greater than five acres is required to file a Notice of Intent (NOI) and have a Storm Water Pollution Prevention Plan (SWPPP) on site. A construction project that affects one to five acres is required to have a SWPPP on site.

There are no surface waters or man-made drainage canals within the project study area. All storm water is collected via subsurface drainage structures and transported to the surface waters noted above.

Ground Water Resources

There are three main confined aquifers located in the study area. All of the aquifers are found in the alluvial deposits of sand deposited by the Mississippi River and belong to the Chicot Equivalent Aquifer System, which is not a sole source aquifer. The sole source aquifer program was authorized by section 1424(e) of the Safe Drinking Water Act of 1974 (Public Law 93-523, 42 U.S.C. 300 et seq.) and applies to any aquifer that supplies at least 50% of the drinking water consumed in the area overlying the aquifer. Impermeable clay barriers ranging in thickness from two to 200 feet confine all of the aquifers in the project area. The Gramercy Aquifer (200-foot deep sand aquifer) overlies the Norco Aquifer (400-foot deep sand aquifer), both of which overlie the Gonzales-New Orleans Aquifer (450 to 500 feet below sea level). The only aquifer in the vicinity of the study area from which water is drawn is the Gonzales-New Orleans Aquifer. Water in the Gonzales-New Orleans Aquifer is generally fresh, but is locally saline in the study area.

The Sewage and Water Board of New Orleans operates a large water purification complex that withdraws water from the Mississippi River, treats the water, and distributes the potable water to the entire study area. There are no public water wells in the study area and no potable water is obtained from groundwater resources for public consumption or use.

3.10 Floodplains

Protection of floodplains and floodways is required by EO 11988, Floodplain Management, 23 CFR Part 650, *Location and Hydraulic Design of Encroachments of Floodplains*, and USDOT Order 5650.2, Floodplain Management and Protection. These regulations were designed to minimize roadway encroachments within the 100-year floodplain and to avoid land use development inconsistent with floodplain values. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species. The Flood Insurance Rate Maps (FIRMs) available for the study area were reviewed to determine if any regulated floodplains or floodways are located within the study area. These maps included Federal Emergency Management Agency (FEMA) 1984 (revised 2003) FIRM map 2252030160 E and 2252030095 E and the 2006 Advisory Base Flood Elevation Maps LA-CC30 and LA-CC31 revised after Hurricane Katrina.

Based on these maps, the entire Tulane Avenue corridor lies within the 100-year floodplain classified as Zone A4 by FEMA. Due to the construction of artificial levees, most of this area is no longer in danger of flooding during a 100-year event from the Mississippi River. As shown in **Figure 3-6**, the entire Tulane Avenue corridor is designated as being situated in the 100-year floodplain and susceptible to flood hazards during a 100-year flood event due to the dependency on pumping stations for storm water removal. If the level of rainfall exceeds the capacity of the pumping stations to remove storm water and discharge it to Lake Pontchartrain, the canals can overflow, flooding the surrounding areas.

The FIRM maps for the region were updated following the 2005 hurricane season. Advisory Base Flood Elevations (BFEs) intended to guide rebuilding efforts were issued by FEMA and adopted by Orleans Parish. The advisory BFEs require that new construction within floodplain areas is elevated to the current BFEs (shown on the 1984 FIRM) or "three feet above the highest adjacent ground elevation at the building site, whichever is higher".

3.11 Geology and Mineral Resources

Most of Orleans Parish was created by the deposition of sediments from the Mississippi River and is part of the Mississippi River Delta Plain. It is made up of three distinct land types or sediment deposits including alluviums, natural levees, and delta plains (i.e. fresh and saline marsh). Alluviums are generally gray to brownish gray clay and silty clay with some sand and gravel locally; and are found in alluvial valley deposits except natural levees of major streams. The natural levees consist of gray and brown silt, silty clay, and some very fine sand. Delta plain deposits are gray to black clay of very high organic content with some peat; these deposits include active and abandoned delta lobes of the Mississippi River.

The portions of the parish along the Mississippi River and historic Metairie Bayou and Bayou Gentilly ridges, including the study area, are composed of the alluvium and natural levee deposits. Silt and silty clay soils are dominant on the high and intermediate parts of the natural levees, and clayey soils are dominant on the lower parts of the natural levees and backswamps. The soils of the natural levees formed in sediments deposited by former channels of the Mississippi River and its distributaries. Depending on elevation and location, these soils rarely flood or experience occasional to frequent flooding. The remaining land area of the parish, toward Lake Pontchartrain consists mainly of ponded, frequently flooded, and very frequently flooded, mucky and clayey, fluid soils in marshes and swamps. The Delta Plain Marsh land type is the general classification given to these soils by the US Geological Survey.

Elevations in the parish range from about 12 feet above mean sea level along the natural levee of the Mississippi River south of the study area, to about five feet below sea level in the former marshes and swamps that have been drained along the shore of Lake Pontchartrain. The average elevation in the study area increases from approximately two feet below mean sea level at the western end near S. Carrollton Avenue to approximately one foot below mean sea level at the eastern end near S. Claiborne Avenue.

Crude oil and natural gas are the predominant mineral products in Orleans Parish; however, these extraction operations for these resources are mainly conducted in the undeveloped eastern portions of the parish. The study area is a densely developed urban area with no mineral extraction activities. According to information obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS), there are no oil and gas wells within the study area.

3.12 Prime Farmland and Other Soils

The study area is comprised mainly of Mississippi River alluvial deposits. Soils developed in three distinct parent materials consisting of clayey alluvium, loamy alluvium, and silt. The study area is composed of one soil type, Schriever clay. This soil is a poorly drained, firm mineral soil that has a very high shrink-swell potential. Schriever clay is generally found on less than one percent slopes in low positions on natural levees of the Mississippi River and its distributaries. This soil is classified as both a prime farmland and a hydric soil.

The Farmland Protection Policy Act (7 USC 4201, *et seq*) and its implementing regulations (7 CFR Part 658) establish criteria for identifying and considering the effects of Federal programs on the conversion of farmland to non-agricultural uses. Prime farmland soils are limited throughout the parish and include soils found along the natural levees within the study area. Prime farmland is any land that has the soil quality, growing season, and moisture supply needed for the agricultural productivity to sustainably produce high yields of crops. Most of the area classified as prime farmland is also the areas suitable for development. All of the soils within the study area and surrounding portions of the parish have been converted to urban use.

3.13 Hazardous Material Sites

A preliminary investigation was conducted to determine the possible impact of the proposed project on potential hazardous materials sites within the study area. The purpose of this preliminary investigation was to identify sites that may pose an adverse effect on the local environment due to hazardous materials or petroleum contamination that could be released by earth-moving activities during construction of the project. Because of the generally high cost and complicated procedures required to mitigate impacts from roadway construction over or through contaminated sites, avoidance of these areas is usually the most prudent and feasible course of action.

A review of available regulatory records was conducted by searching on-line databases maintained by the USEPA and the LDEQ. Under the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the USEPA maintains databases for the regulation of hazardous materials and waste sites. The purpose of the records review was to assess the potential for hazardous substance contamination from past or current activities on properties along Tulane Avenue and surrounding properties. Although the data available from regulatory agencies provide useful information regarding the potential for contamination within the study area, the website databases are sometimes incomplete and can contain inaccuracies. Therefore, windshield surveys were

conducted to identify potential environmental hazards and verify the location of facilities identified in the website databases.

The Dixie Brewery is located along Tulane Avenue and is identified on the Environmental Protection Agency (EPA) Toxic Release Inventory. Located near the Tulane Avenue corridor are two brownfields: the David Drive Incinerator on La Salle Street between Perdido Street and Gravier Street and the Falstaff Brewery located on Gravier Street between S. Broad Street and S. Dorgenois Street. Additional RCRA sites, underground storage tanks (USTs), and leaking underground storage tanks (LUSTs) are identified in **Figure 3-6**.

The LDEQ UST Division maintains records of UST facilities located throughout the state and also identifies those that have had a confirmed petroleum release. There are three properties located along Tulane Avenue that have at least one UST. These include: Shell Gas Station (LDEQ ID # 77183), 3327 Tulane Avenue at Jefferson Davis Parkway; Quicky's (LDEQ ID # 69121), 2701 Tulane Avenue at South Broad Street; and an abandoned gas station at the former Albertsons (LDEQ ID # 91002), currently Goodwill Headquarters, 3400 Tulane Avenue at Jefferson Davis Parkway. The Shell Gas Station and Quicky's are also both listed on the LUST database for prior releases.

There are two dry cleaners located on Tulane Avenue: Russell's Cleaning Services, located on the northwest corner of Tulane Avenue at South Jefferson Davis Parkway, and Alamo Cleaners, located in the Shops at Crescent Club near the corner of S. Salcedo Street and Tulane Avenue.

The VA is responsible for remediating any contamination associated with the Dixie Brewery. A memorandum of understanding was also signed that makes the City of New Orleans responsible for remediating any existing contamination on the site to levels appropriate for construction and operation of a medical facility (U.S. Department of Homeland Security, 2010a).

3.14 Air Quality

The USEPA has set National Ambient Air Quality Standards (NAAQS) for six principal air pollutants (also referred to as criteria pollutants): Carbon monoxide (CO), lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The State of Louisiana has adopted the Federal standards for these criteria pollutants. Orleans Parish is currently in attainment for all NAAQS (USEPA, 2011).

3.15 Noise

The noise environment of the project corridor is typical of an active urban core area and is dominated by traffic-related sources. Because the corridor is underutilized in terms of roadway capacity, ambient noise levels may be lower than along similar nearby roadways. In addition, not all properties abutting the corridor are in active use for residential or commercial purposes, and this reduced activity level is likely reflected in lower ambient noise levels than would be expected if the corridor was more fully developed with a higher number of properties in full use.

3.16 Upland, Wetland and Aquatic Communities

Vegetative communities within the study area historically consisted of bottomland hardwood forest and cypress-tupelo swamp with upland ridges along active or abandoned riverine systems. All of the naturally occurring habitat that once existed within the study area has been replaced by urban land use including residential, commercial, institutional, and transportation related development. There are no tracts of undeveloped land remaining within the study area. The only natural areas include residential yards with mixed native and non-native vegetation as well as large medians and small parks planted with live oaks (*Quercus virginiana*). In terms of wildlife habitat potential, these small corridors and urban backyards are very limited due to size and isolation. The only species that may have the potential to be found within these urban areas include the raccoon (*Procyon lotor*), gray squirrel (*Sciurus carolinensis*), house mouse (*Mus musculus*), American robin (*Turdus migratorius)*, common grackle (*Quiscalus quiscula*), house sparrow (*Passer domesticus*), rock pigeon (*Columbia livia*), green anole (*Anolis carolinensis*), and the Gulf Coast toad (*Bufo valliceps valliceps*).

There is currently no existing aquatic habitat or wetland communities located within the study area.

3.17 Plants and Wildlife Protected by Law

The *Endangered Species Act of 1973* (7 USC 136; 16 USC 460 *et seq.*), as amended, requires the US Department of the Interior, Fish and Wildlife Service (USFWS) to manage rare plants and wildlife. The USFWS maintains lists of rare plants and wildlife known to be potentially present in each county/parish of the United States. This list is based on historical siting records and existing preferred habitat. Federally-protected species known to potentially occur in Orleans Parish include the endangered West Indian manatee (*Trichechus manatus*) and pallid sturgeon (*Scaphirhynchus albus*) along with the threatened Gulf sturgeon (*Acipenser oxyrinchus desotoi*) and Louisiana black bear (*Ursus americanus luteolus*).

The Gulf sturgeon and West Indian manatee are both species found in the bays and open waters off the coast of the parish. Both the Gulf sturgeon and West Indian manatee are also found in Lake Pontchartrain and Lake Borgne. Due to the aquatic nature of these species and the location of the study area being more than 15 miles from the coast along Lake Borgne and more than five miles from Lake Pontchartrain, none of these species occur in the study area. The pallid sturgeon is mainly found in large freshwater river systems including the Mississippi River and associated tributaries. The Mississippi River is over a mile from the study area and lined by a system of flood protection levees, and, consequently, this species would not occur in the study area. The critical habitat for the Louisiana black bear consists of large tracts of contiguous bottomland hardwood forest which is not present within or adjacent to the study area and, as a result, this species would not occur in the study area.

3.18 Coastal Zone Management

The Federal *Coastal Zone Management Act of 1972* (16 USC 1451-1456), as amended, provides for the effective management, beneficial use, protection, and development of coastal zones. This led the State of Louisiana to enact the Coastal Resources Management Act. The Coastal Management Division (CMD) of the Louisiana Department of Natural Resources (LDNR) is charged with implementing the Louisiana Coastal Resources Program (LCRP) under authority of the State and local Coastal Resources Management Act, as amended (Act 361, LA. R.S. 49:214.21 *et seq*.). This law seeks to protect, develop, and restore or enhance the resources of the state's coastal zone. The CMD regulates development activities and manages the resources of the coastal zone. A Coastal Use Permit (CUP) Program has been established by the Act as part of the LCRP to help ensure the management and reasonable use of the state's coastal wetlands. The purpose of the CUP process is to make certain that any activity affecting the coastal zone is performed in accordance with guidelines established in the LCRP.

All of Orleans Parish, including the entire study area, is located within the designated Louisiana coastal zone.

4.0: Impacts to the Environment

4.0 IMPACTS TO THE ENVIRONMENT

4.1 Land Use and Relocation Impacts

Implementation of Alternative 1 would not result in the conversion of existing land uses into transportation right-of-way. All construction and improvements would occur within the existing Tulane Avenue right-of-way.

Under the No-Build Alternative, land use would not be directly affected since there would be no acquisition of land for transportation use.

Consistency with Existing Land Use and Other Plans

The main goal of the 2006 NOCPC Master Land Use Plan, amended in 2011, relevant to the Tulane Avenue corridor is to revitalize Tulane Avenue as a vibrant commercial and institutional corridor, which will, in turn, spur economic activity to improve the quality of life for residents in the adjoining neighborhoods and the City as a whole. As described in **Section 3.1**, there has already been significant investment along Tulane Avenue in terms of multi-family residential development, commercial development, and the large on-going investment in the medical facilities currently being constructed at the south end of the project corridor. Alternative 1 could potentially result in long term beneficial impacts by making Tulane Avenue more attractive for future redevelopment opportunities. Finally, a primary objective of both livable communities and complete streets projects is to enhance quality of life in the corridor and promote alternative modes of transportation. The Tulane Avenue corridor improvements would include transit, bicycle, pedestrian enhancements, and visual enhancements. These beneficial improvements of the project would work with the current and planned developments along Tulane Avenue to enhance both the attractiveness of the area to business as well as improve livability within the study area and promote a higher quality of life for residents. Due to these reasons, the proposed improvements associated with Alternative 1 are consistent with the NOCPC Master Plan, the UMC and VAMC Master Plans, the City of New Orleans Bikeways Master Plan, the Livable Communities Program, and the LADOTD Complete Streets Program.

The No-Build Alternative, while not inconsistent with existing plans for the Tulane Avenue corridor, would not generate the potential benefits or enhancements that Alternative 1 would provide.

Structure Impacts and Relocations

As stated above, all construction and improvements to Tulane Avenue associated with this project would occur within the existing transportation right-of-way. Therefore, the No-Build Alternative and Alternative 1 would not result in structure acquisitions or relocation impacts.

4.2 Demographics and Environmental Justice

Demographic data detailed in **Section 3.2** for the study area indicate the following:

- The total racial minority composition reported in 2010 was 87.4%;
- The percentage of people in 2000 below the poverty level ranged from approximately 39.2% to 44.9%; and
- The average median household income in 2000 was below the 2000 HHS poverty guideline.

A major consideration in determining the potential for environmental justice issues is related to potential relocation impacts. As previously described, Alternative 1 would require no new right-of-way and, therefore, would not result in any residential structure acquisitions or relocations.

Public Outreach

Public outreach efforts were used to encourage participation of environmental justice populations in the project planning process. An open forum public involvement meeting to discuss the proposed corridor improvements along Tulane Avenue was held on Tuesday, July 24, 2012 at the New Orleans Regional Transit Authority Facility from 4:00 PM to 7:00 PM. Further details regarding all public outreach efforts for the project are provided in **Section 6.2**.

Potential Environmental Justice Impacts

Various public outreach efforts were employed to ensure inclusion and participation of all populations and interest groups, and it was in response to public comments that Alternative 1 was carried forward as the only build alternative.

There would be no direct impacts to the population such as residential or community facility relocations. All other potential impacts would be temporary impacts associated with project construction and any of these potential adverse impacts on environmental justice populations would be offset in part by project-related benefits. The proposed improvements to the Tulane Avenue Corridor would improve mobility and ADA accessibility in the corridor. Improvements include dedicated bike lanes, handicap ramps at all intersections, and crosswalk stripping at key intersections. Widening the median to 15 feet, the implementation of left turn lanes and associated reconfigured intersection geometry, coupled with traffic signal phasing and timing modifications, and implementing far-side bus stops should improve some operational deficiencies that currently exist within the corridor and improve access to adjacent neighborhoods. Implementing the wider median also provides a pedestrian refuge between travel lanes, enhancing accessibility to all pedestrians and disabled persons. By enhancing all relevant modes of transportation consistent with a complete streets concept (pedestrian, bicycle, transit, and vehicular) and implementing visual improvements such as a wider median, bump-outs and improved sidewalks, the livability of the community would be enhanced as well as quality of life and mobility for all residents, including the disabled.

The area surrounding the proposed corridor is broadly composed of environmental justice populations (87.4% minority). Given that the composition of non-environmental justice populations surrounding the Tulane Avenue corridor is limited, impacts resulting from the proposed improvements would not be greater or more severe on environmental justice populations compared to non-environmental justice populations. Therefore, disproportionate impacts to environmental justice populations are not anticipated.

As indicated by the Census data presented previously in **Section 3.2,** the neighborhoods traversed by the Tulane Avenue corridor, as well as surrounding areas, are composed predominantly of minority and/or low income populations. The proposed project may generate temporary adverse impacts on adjacent communities during construction (e.g. noise, detours, temporary parking and access disruptions), but these impacts would be transitory and not be considered as disproportionate given the minority and low-income composition of the project corridor and beyond. In the long-term, the project would result in beneficial impacts by offering the community a more visually attractive transportation corridor with improved safety for pedestrians and improved transit operations that would be an important service for adjacent communities, without significant associated adverse impacts. There may be long-term noise impacts in the design year, but these impacts would be driven by traffic created by other developments not related to the proposed project and would occur under the No-Build Alternative as well as the Build Alternative (Alternative 1). As a result, the project would not generate any short- or long-term disproportionate adverse impacts on environmental justice populations.

The No-Build Alternative would not result in any of the above described benefits associated with Alternative 1.

4.3 Community Facilities and Services

As described in **Section 3.3,** seven community facilities are located within the study area: St. Joseph's Catholic Church, the Orleans Parish Criminal District Court, Israel Meyer Augustine Middle School, Pershing Park, Comiskey Park, Gravier Park, and the Jefferson Davis Parkway Neutral Ground (see **Figure 3-1**).

Alternative 1 would not require any new right-of-way acquisition and would not have any direct impacts to the community facilities within the study area.

The two fires stations and one police station that provide emergency services to the study area are all located several blocks from Tulane Avenue and Alternative 1 would have no direct impacts to the facilities themselves. While there may be a few minor detours and temporary closures during construction, at least one lane of traffic would be open on Tulane Avenue at all times and the large network of surface streets within the study area, as shown on **Figure 1-2**, would provide the necessary access to prevent a loss of response time for emergency vehicles to respond to the residents and businesses in the study area.

The No-Build Alternative would have no effect on the community facilities located within the study area.

4.4 Transportation and Traffic

Traffic Analysis

As discussed previously in **Section 3.4**, a modeling analysis was performed to determine the impacts of project implementation on future traffic conditions in the Tulane corridor. New vehicle trips were generated for all projected developments along Tulane Avenue using the ITE Trip Generation Manual. Proposed developments included in trip generation consisted of the VAMC, UMC, Louisiana Cancer Research Consortium, Goodwill Industries, and several housing developments along the corridor. The trip generation predicted 31,440 new daily trips in the design year of 2034, 17,600 of which would use Tulane Avenue. These generated trips were added to the existing traffic counts to obtain future year volumes for the No-Build Alternative and Alternative 1 (the build alternative). The opening year of the Tulane Avenue improvements is estimated to be the year 2014. The new developments included in this analysis are expected to open over the course of the twenty-year period from 2014 to 2034. Therefore, over the next twenty years, the trips generated by the various developments will result in traffic growth in the Tulane corridor of 32%, or an annual growth rate of 1.4%. This is a reasonable growth rate for a relatively built-out inner city area such as the Tulane corridor. By contrast, over the past twenty years, the traffic along this corridor has remained relatively the same and actually decreased post Hurricane Katrina. Therefore, no additional growth rates were applied to the traffic volumes. The traffic volumes used in the traffic modeling are summarized ahead in **Table 4-1** for each intersection as a whole; volumes for each separate movement at each intersection appear in **Figure 2**, **Appendix E**.

Traffic analyses were developed using HCS software (Version 5.2). HCS is a Highway Capacity Manual-based software package. To determine the impact of the future conditions, major intersections in the corridor were analyzed to reveal any improvement to the level of service (LOS) for individual movements or effects on the overall intersection operation. The LOS was determined by calculating the delay at each approach using the model. Based on the seconds of delay, a LOS was determined for both the AM and PM peak hours. LOS is an indicator of how intersections operate and range from LOS A (freely flowing traffic conditions) to LOS F (total breakdown of traffic flow). LOS criteria for signalized and unsignalized intersections appear in **Table 3-5,** as based on the Highway Capacity Manual 2010.

The summary of results from the models can be seen in **Table 4-1** and **Table 4-2** below.

Table 4-1
Overall Intersection Peak Hour Volumes and Delay for
Existing Condition, 2034 No Build, and 2034 Build (Alternative 1)

Intersection	AM Peak						PM Peak					
	2014 Existing		2034 No Build		2034 Build		2014 Existing		2034 No Build		2034 Build	
	Volume (vph)	Delay (sec)	Volume (vph)	Delay (sec)	Volume (vph)	Delay (sec)	Volume (vph)	Delay (sec)	Volume (vph)	Delay (sec)	Volume (vph)	Delay (sec)
Tulane Ave. at S. Carrollton Ave.	3,408	23.8	4,071	47.1	4,071	29.5*	3,962	21.4	4,632	37.1	4,632	53.7
Tulane Ave. at S. Pierce St.	1,552	17.9	2,215	20.3	1,940	9.7	1,877	17.6	2,547	23.1	2,358	14.5
Tulane Ave. at S. Cortez St.	1,411	6.4	2,074	6.2	2,074	5.2	1,657	16.8	2,327	14.1	2,327	14.0
Tulane Ave. at S. Jefferson Davis Pkwy.	2,659	32.8	3,322	30.3	3,322	31.0	2,589	23.3	3,259	22.9	3,259	26.3
Tulane Ave. at S. Gayoso St	1,662	25.1	2,325	92.5	2,325	22.8	1,781	21.4	2,451	64.1	2,451	21.9
Tulane Ave. at S. Broad St.	3,770	18.4	4,352	20.6	4,352	25.9	3,823	18.1	4,363	21.4	4,363	28.4
Tulane Ave. at S. Galvez St.	2,083	12.2	3,107	13.7	3,107	18.2	2,235	12.9	3,253	26.4	3,253	20.0
Tulane Ave. at S. Prieur St.	1,806	7.8	2,359	8.2	2,359	9.7	1,706	7.9	2,274	9.5	2,274	12.4
Tulane Ave. at S. Roman St.	1,839	30.8	2,385	698.4	2,385	9.7	1,829	41.4	2,451	1093.9	2,451	16.9
Tulane Ave. at S. Derbigny St.	1,698	10.9	2,315	35.6	2,315	16.8	1,805	13.0	2,353	62.2	2,353	15.6
Tulane Ave. at S. Claiborne Ave.	4,374	27.9	5,264	33.9	5,264	34.6	4,233	24.0	5,154	25.8	5,154	25.9

Table 4-2
Summary of Signalized and Unsignalized Intersection Results

Intersection/Approach	AM Peak						PM Peak					
	2014 Existing		2034 No Build		2034 Build		2014 Existing		2034 No Build		2034 Build	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Signalized Intersections												
Tulane Avenue at S. Carrollton Avenue	C	23.8	D	47.1	C*	29.5*	C	21.4	D	37.1	D*	53.7*
Tulane Avenue at S. Pierce Street	B	17.9	C	20.3	-*	-*	B	17.6	C	23.1	-*	-*

Table 4-2
Summary of Signalized and Unsignalized Intersection Results

Intersection/Approach	AM Peak						PM Peak					
	2014 Existing		2034 No Build		2034 Build		2014 Existing		2034 No Build		2034 Build	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Tulane Avenue at S. Cortez Street	A	6.4	A	6.2	A	5.2	B	16.8	B	14.1	B	14.0
Tulane Avenue at S. Jefferson Davis Parkway	C	32.8	C	30.3	C	31.0	C	23.3	C	22.9	C	26.3
Tulane Avenue at S. Broad Street	B	18.4	C	20.6	C	25.9	B	18.1	C	21.4	C	28.4
Tulane Avenue at S. Galvez Street	B	12.2	B	13.7	B	18.2	B	12.9	C	26.4	C	20.0
Tulane Avenue at S. Prieur Street	A	7.8	A	8.2	A	9.7	A	7.9	A	9.5	B	12.4
Tulane Avenue at S. Roman Street			-	-	A	9.7			-	-	B	16.9
Tulane Avenue EB at S. Claiborne Avenue	C	23.5	C	26.1	C	26.5	B	18.8	C	20.4	C	20.5
Tulane Avenue WB at S. Claiborne Avenue	B	18.8	C	25.7	C	26.4	B	17.9	B	19.0	B	19.1
Unsignalized Intersections												
Tulane Avenue at S. Pierce Street												
Tulane Avenue eastbound approach	-	-	-	-	-	-	-	-	-	-	-	-
Tulane Avenue westbound approach	-	-	-	-	-	-	-	-	-	-	-	-
S. Pierce Street northbound approach	-	-	-	-	A	9.3	-	-	-	-	C	16.6
S. Pierce Street southbound approach	-	-	-	-	B	12.1	-	-	-	-	A	9.2
Tulane Avenue at S. Gayoso Street												
Tulane Avenue eastbound approach	A	8.3	A	9.5	A	9.5	B	12.3	C	17.9	17.9	C
Tulane Avenue westbound approach	B	12.0	B	15.0	B	15.0	A	8.5	A	9.1	A	9.1
S. Gayoso Street northbound approach	E	37.8	F	162.9	D	31.4	D	30.9	F	110.1	D	27.8
S. Gayoso Street southbound approach	-	-	-	-	-	-	-	-	-	-	-	-
Tulane Avenue at S. Roman Street												
Tulane Avenue eastbound approach	A	8.4	B	10.3	-	-	A	9.7	B	12.2	-	-
Tulane Avenue westbound approach	B	11.8	B	13.7	-	-	A	8.8	A	9.5	-	-
S. Roman Street northbound approach	E	48.3	F	3273.0	-	-	E	49.0	F	1437.0	-	-

Table 4-2
Summary of Signalized and Unsignalized Intersection Results

Intersection/Approach	AM Peak						PM Peak					
	2014 Existing		2034 No Build		2034 Build		2014 Existing		2034 No Build		2034 Build	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
S. Roman Street southbound approach	E	47.8	F	885.4	-	-	D	28.6	F	1071.0	-	-
Tulane Avenue at S. Derbigny Street												
Tulane Avenue eastbound approach	A	8.9	B	12.1	B	12.0	B	10.3	B	13.3	B	13.3
Tulane Avenue westbound approach	B	10.3	B	11.5	B	11.5	A	9.5	B	10.5	B	10.5
S. Derbigny Street northbound approach	C	22.6	F	105.7	D	31.2	E	41.3	F	118.7	C	19.7
S. Derbigny Street southbound approach	C	15.5	C	21.0	B	14.0	C	22.6	C	23.6	B	14.8

*Note: Build Condition includes addition of left turn movement at Carrollton Avenue, resulting in unsignalization at S. Pierce Street

Based on the data in the tables, implementing Alternative 1 would result in overall reduced delay at six of the eleven intersections in both the morning and evening peak hours. All drivers in the corridor would experience a reduction in combined delay of approximately 794 seconds and 1,150 seconds in the design year morning and evening peak hours, respectively. This would represent an average reduction of 22.8% in total delay in the morning peak hour and an average reduction of 16.2% in total delay in the evening peak hour throughout the corridor as a whole with project construction versus the No-Build option. As a result, even with the reduction of roadway capacity from three to two lanes in each direction, the operational improvements planned as part of Alternative 1 would allow the same volume of traffic to use the Tulane corridor with less delay than would occur under the No-Build Alternative, thus improving the operational efficiency of this corridor.

Overall, the implementation of a four-lane section should work well in this corridor. Tulane Avenue is currently underutilized as a six-lane roadway. Based on the results of the traffic analyses, there is expected to be some reduction in LOS with the construction of the new development projects combined with the lane reductions along Tulane Avenue. The impacts of the reduction from three to two travel lanes in each direction are expected to be minimal and would be mitigated by improving existing intersection geometries and implementing more efficient signal timings. Also, the resulting LOS for all intersections still fall within acceptable ranges for urban areas, with all intersections providing a LOS D or better in the design year of 2034.

The intersection of Tulane Avenue and S Carrollton Avenue is predicted to experience the only LOS D in the corridor in the design year. The level of service at this intersection would experience the most significant reduction from the existing LOS because of the reintroduction of left turns from Tulane Avenue onto S. Carrollton Avenue. However, the addition of these movements would allow the intersection of Tulane Avenue and S. Pierce Street to be changed to

unsignalized operation, which would be a significant improvement since it would reduce the amount of cut-through traffic in the adjoining residential area. If the existing movements were to be maintained, resulting in left turns at S. Pierce Street instead of S. Carrollton Avenue, the existing LOS could be maintained with no considerable increases in delay time.

Multimodal Analysis

The Highway Capacity Manual 2010 includes a measure known as quality of service for comparing the performance of multimodal facilities. The method adjusts the levels of service for each of four modes (automobiles, bicycles, pedestrians, and transit) based on the geometry of the facility and their interaction together. The inclusion of a separate bike lane, for instance, greatly improves the level of service for the bicycle mode. The pedestrian level of service benefits from the use of bump-outs and median refuge at crosswalk locations and the improved conditions of sidewalks. The use of bus bays should benefit both the transit and vehicular levels of service by separating transit loading/unloading operations from the main traffic stream. Overall, the proposed improvements that would be included as part of the Tulane Avenue project should make this facility a more multimodal-attractive corridor.

Converting the Tulane Avenue corridor to a four-lane section should also encourage the use of alternative modes of transportation. The use of bike lanes and wider medians with the possibility of pedestrian refuge at larger intersections would enhance the utility of bicycle, pedestrian, and transit movements. These alternative modal choices may reduce the number of short-distance vehicular trips.

Parking Analysis

New and planned developments along the Tulane Avenue corridor will provide off-street parking for residents and patrons. Consistent with recent redevelopment projects in the corridor, it is also anticipated that any further redevelopment of existing commercial or multi-family residential development will provide additional off-street parking. Consequently, no additional demand for on-street parking is anticipated as a result of new development and redevelopment projects along the corridor. Improved pedestrian and bicycle access may also help to limit the demand for on-street parking. In regard to existing development (existing residences, businesses, and community facilities), it is anticipated that there will be no change in the future associated demand for on-street parking, as discussed below.

Based on the existing parking demand study described in **Section 3.4**, on-street parking utilization throughout the corridor is approximately 43%. It is estimated that 227 parking spaces would be eliminated resulting from construction of the proposed improvements associated with Alternative 1 (bump-outs, turn lanes, bus bays, etc.), reducing the number of available parking spaces. This results in maintaining approximately 56% of all on-street parking. These lost parking spaces represent an approximate 44% reduction in on-street parking spaces. The blast area setback near the VAMC eliminates parking in that area; however, the VAMC provides off-street parking. Other reductions in parking spaces are fairly uniform along the corridor. However, as noted above with the planned parking garages and off-street parking to be

constructed as part of new and planned development and redevelopment projects, lost parking spaces should not adversely impact businesses or residents along the corridor in terms of on-street parking availability. In high demand areas, the loss of some parking spaces may require parking in adjacent blocks. However, improved pedestrian walkways and refuges in medians should help mitigate this issue. The parking demand study inventoried the number of parking places being used on two separate days and at three time periods over the course of the day. In all six inventories the number of parking spaces being used was never above the 288 parking spaces that would remain in place with Alternative 1. It should also be noted that the highest demand area is associated with the New Orleans Criminal Courts Building which does provide an off-street parking area.

4.5 Utilities

Under Alternative 1, the existing curb would remain in place and the sidewalk would be re-constructed in place with re-construction at certain corners to incorporate bump-outs. Roadway improvements would primarily consist of cold mill and overlay, with base repairs as needed and construction of the widened median. It is anticipated that none of the existing underground utilities beneath the sidewalk and on existing light/power poles would have to be relocated under this alternative. The only impact would be the potential relocation of a few storm water catch basins or drainage inlets at intersection corners where bump-outs are proposed and minor adjustments to utility grates and covers may also be required.

However, LADOTD would work with Entergy, Bellsouth, Cox Communications, and the Sewage and Water Board of New Orleans to coordinate any unexpected relocations of any low voltage electrical distribution lines, natural gas lines, communication lines, water lines, and sewer lines. Any unexpected relocation of utilities would be planned and conducted so that disruptions in service would be minimized and safety would not be compromised.

The No-Build Alternative would have no impacts on utilities within the study area.

4.6 Visual Environment

The visual environment under Alternative 1 is anticipated to be improved and result in beneficial visual impacts to the Tulane Avenue corridor. The Build Alternative would widen the existing median and reduce the number of travel lanes and expanse of asphalt. The sidewalks would also be reconstructed creating a more uniform visual appearance. Plans include providing landscaping in the median and bump-outs contingent on the City of New Orleans, LADOTD, RPC, and potentially other agencies entering into a cooperative agreement for maintenance and funding of the landscape improvements which would be defined at a later date. Refurbishment of existing lighting fixtures and poles is also planned contingent on an agreement between LADOTD, the City, and Entergy. All of these improvements would have a beneficial impact to the visual environment along Tulane Avenue.

The No-Build Alternative would have no impacts on the existing visual landscape of the study area.

4.7 Cultural Resources

As discussed previously in **Section 3.7, t**he Tulane Avenue corridor traverses the Mid-City Historic District, which is listed on the National Register of Historic Places (NRHP). The Orleans Parish Criminal Courts building, also listed on the NRHP, is located adjacent to the area of the proposed roadway improvements. A complete analysis of the historic standing structures along Tulane Avenue, conducted in October 2012 for the proposed project, is detailed in the standing structures report in **Appendix C**. Several of the properties described in **Section 3.7** and **Appendix C** are adjacent to areas of proposed roadway improvement or minor excavation; however, no portions of any property would be acquired for this project and all construction for the Build Alternative would occur within existing right-of-way. Consequently, potential impacts during construction of Alternative 1 are expected to be inconsequential.

Implementation of Alternative 1 would have no long-term effects on the integrity of these resources or the attributes that qualified them for listing on the NRHP. In fact, the project would generate beneficial impacts on adjacent resources by improving the visual appearance of the Tulane Avenue corridor through landscaping and other aesthetic treatments. These physical changes would not affect context or other features that contribute to the historical significance of these properties. It was also determined that there was little likelihood that construction of the proposed improvements would generate any adverse effects on known or hitherto unknown archaeological resources since construction would be confined to the existing roadway right-of-way, which has already experienced significant disturbance from road and utility construction.

A Request for Project Review was forwarded by LADOTD to the Louisiana State Historic Preservation Office (SHPO) on March 15, 2013, outlining the basis for these conclusions and requesting concurrence in this assessment and a determination that the project will have no effect on cultural resources that are listed, or eligible for listing, on the NRHP. A letter received on April 26, 2013 from the SHPO concurred with the assessment that the proposed Tulane Avenue Corridor Improvements project would have no adverse effect on any historic property.

The No-Build Alternative would have no impacts on cultural resources within the study area.

4.8 Section 4(f) and Section 6(f)

There are two NRHP properties in the project locale that could qualify for protection under Section 4(f). As stated in **Section 4.7**, it has been concluded that Alternative 1 would have no effect on properties that are listed or eligible for listing, on the NRHP and documentation supporting this conclusion has been forwarded to the Louisiana SHPO for concurrence. A letter received on April 26, 2013 from the SHPO concurred with the assessment that the proposed Tulane Avenue Corridor Improvements project would have no adverse effect on any cultural resources protected under Section 4(f).

There is one publicly-owned public park abutting the Tulane Avenue corridor—Pershing (Billy Goat) Park. The City of New Orleans Parks and Parkways Commission is the jurisdictional agency for this park. A significance determination for this park has not been requested as part of

this project. No Land and Water Conservation Act funds were used to acquire or develop this property. Pershing Park is planned for significant modification as part of the University Medical Center development. As mentioned throughout this EA, the proposed Tulane Avenue improvements would be constructed entirely within existing roadway right-of-way and would not require any property from Pershing Park. In addition, any potential future traffic-related impacts at this site would be a consequence of the construction of the two nearby medical facilities, and these impacts would occur whether or not the proposed Tulane Avenue improvements were implemented. Consequently, even if Pershing Park was determined to be a significant public recreational facility, there would be no transportation-related use of this property associated with the construction of the proposed Tulane Avenue improvements, and Section 4(f) requirements would not apply.

Implementation of the No-Build Alternative would not impact any Section 4(f) or Section 6(f) resources within the study area.

4.9 Water Resources

Surface Waters

Alternative 1 would decrease the amount of impervious surfaces within the study area. The decrease of impervious surface by widening the median would increase the ability of the area within the existing right-of-way to absorb rainfall, resulting in a decrease of storm water runoff. The decreased runoff could potentially reduce sediment loads and other water-borne pollutants that eventually is pumped into Lake Pontchartrain. Additionally, hydrocarbons, sediment, and rubber particles are washed off the roadway surface during rainfall events and ultimately discharged by the surface drainage system. The potential adverse effects to water quality associated with Alternative 1 would be minimal and potentially beneficial given the fact that the corridor is already constructed and the Build Alternative would actually reduce the amount of impervious surface, thereby reducing the amount of storm water runoff.

The No-Build Alternative would have greater effect on surface waters located within the study area by maintaining the current amount of impervious surface areas and levels of storm water flow.

Potable Ground Water Resources

There are no groundwater wells within the study area and all potable water is supplied by the Sewage and Water Board of New Orleans. The project corridor is underlain by the Chicot Equivalent Aquifer System, which is not classified as a sole source aquifer by the USEPA. No portion of Alternative 1 would be located near major recharge zones. All necessary safeguards required by the USEPA and LDEQ would be implemented during construction to avoid impacts to public water supplies. Consequently, neither Alternative 1 nor the No-Build Alternative would have effects on potable groundwater resources.

4.10 Floodplains

A floodplain evaluation was conducted in accordance with Executive Order (EO) 11988 and 23 CFR 650. This evaluation showed that Alternative 1 would be located within the 100-year floodplain. **Figure 3-6** shows each alternative within the 100-year floodplain and **Table 4-3** compares the acreage that would be impacted by each alternative. The existing right-of-way for this project is located within the 100-year floodplain.

Table 4-3
Potential Impacts to 100-year Floodplain

	No-Build Alternative	Alternative 1
Floodplain (acres)	0	25

Source: FEMA 2006 Flood Insurance Rate Map

As part of the project under Alternative 1, the amount of impermeable roadway surface in the study area would be reduced due to the increased width of the proposed median. While only minor impacts to the floodplain are anticipated, any drainage structures affected by the proposed project would be designed to maintain pre-construction hydrologic conditions which would not result in any substantial effects on base flood elevations in the surrounding area. The hydraulic design practices for construction of Alternative 1 would be in accordance with current LADOTD and FHWA design policies and standards. All elements of project design and construction would meet Federal requirements, resulting in no adverse impacts on floodplains. If Alternative 1 is selected as the preferred alternative, the floodplain administrator for Orleans Parish will be contacted to confirm that the project will comply with all applicable local floodplain ordinances and standards.

The No-Build Alternative would have no adverse effects on floodplains located within the study area, but would also not result in a reduction in impervious surface area within the corridor and the potential beneficial effects of this reduction on the flood levels.

4.11 Geology and Mineral Resources

There would be no foreseeable impact to geology from Alternative 1. While Alternative 1 would involve roadway construction that would require minimal foundation work and disturbance of the soil, these activities would have only minor impacts to surface soils and would not alter the overall geology of the study area.

Information obtained from the LDNR SONRIS website indicates that there are no oil or gas wells located within the study area. No other oil/gas wells were identified within the study area or during site visits; therefore, no impacts to mineral resources are anticipated with construction of Alternative 1.

The No-Build Alternative would have no effect on geology and mineral resources located within the study area.

4.12 Prime Farmland and Other Soils

Direct effects to prime farmland soils are measured in terms of acreage of soils classified as prime farmland that would be converted to roadway right-of-way. As noted in **Section 3.12**, the only soil within the study area is classified as a prime farmland soil; therefore, all soils within the footprint of Alternative 1 are classified as prime farmland soils. However, the study area is located within the city limits of New Orleans and impacts associated with Alternative 1 would occur within existing transportation right-of-way. The soil within the study area has been converted to urban types of land uses. While the soil type found within the study area, Schriever clay, is classified as a prime farmland soil, the area would not be amenable to farming activities or to revert back to agricultural uses due to the dense urban nature of the area. Therefore, Alternative 1 would not have any impacts to prime farmland soils.

The No-Build Alternative would have no effect on prime farmland soils located within the study area.

4.13 Hazardous Material Sites

The regulated facilities described in **Section 3.13** and shown in **Figure 3-6** are all located along Tulane Avenue with the exception of the two brownfields, which are located a few blocks off Tulane Avenue. Under Alternative 1, the proposed reconstruction of Tulane Avenue would occur within existing transportation right-of-way. There would be no new right-of-way required and no construction on the parcels of property adjacent to Tulane Avenue where the regulated facilities are located.

While several of the properties described in **Section 3.13** are adjacent to areas of proposed roadway construction activities, including minor excavation, all construction for Alternative 1 would be within existing right-of-way and no portions of any property would be acquired for temporary or permanent new right-of-way. The regulated facilities are considered a low risk in terms of potential environmental effects or impacts during construction activities, and no adverse effects are anticipated with construction of Alternative 1. Further detailed analysis of the project corridor in a Phase I Environmental Site Assessment does not appear to be warranted at this time.

The No-Build Alternative would not impact any properties that may be contaminated by environmentally-regulated substances or USTs.

4.14 Air Quality

The major factors that can influence vehicular tailpipe emissions of air pollutants include the total number of vehicles on a roadway and the operational characteristics of these vehicles while using the roadway. Operational characteristics that affect the type and quantity of air pollutant emissions can include a variety of factors. The most important factors involve the speed at which vehicles operate, whether vehicles can travel smoothly or are subject to frequent disruptions to smooth traffic flow (such as delays caused by vehicles making turns across

opposing traffic from non-exclusive lanes), and the frequency and duration of delays caused by traffic signals and stop signs. For the air pollutants of primary concern emitted by a typical urban traffic stream, vehicles generally emit greater amounts of these pollutants when these vehicles are subject to delays caused by slow operating speeds and stop-and-go conditions.

Table 4-1 presents a summary of vehicle volume and delay data for eleven major intersections in the Tulane corridor under existing conditions, the 2034 Build Alternative (Alternative 1) and the 2034 No-Build Alternative during the morning and evening peak hours. As shown in the table and as discussed previously in **Section 4.4**, traffic volumes in the design year 2034 under Alternative 1 and the No-Build Alternative would be essentially equivalent. The traffic analysis indicated that the expected increases in traffic volumes in the design year over existing conditions would be a result of construction of two major medical developments and other planned new traffic generators in the project area described elsewhere in this EA and not a consequence of the proposed improvements to Tulane Avenue. Since the projected traffic increases would occur irrespective of whether the proposed improvements to Tulane Avenue are implemented, the issue in terms of potential air quality impacts would be whether the planned roadway improvements could create conditions that may cause greater tailpipe emissions than would otherwise occur under the No-Build Alternative. In particular, the fact that the Build Alternative would have to accommodate the same traffic volumes as the No-Build Alternative but with one-third fewer travel lanes might be of concern. Detailed air quality modeling that could permit quantitative comparisons of expected ambient pollutant concentrations with NAAQS was not warranted for a roadway improvement of the type represented by the Tulane Avenue project. As a substitute, variations in operational characteristics between Alternative 1 and the No-Build Alternative can be used to provide a qualitative, indirect indicator of whether the planned improvements may cause a deterioration in traffic operations that, in turn, could potentially result in increased air pollutant emissions.

One such operational consideration is delay. Vehicles subject to delay generally emit larger quantities of the pollutants of concern than vehicles that are moving freely. Delay can be caused by many factors along the corridor and can be variable and not amenable to analysis except at intersections, where modeling methodologies for determining delays associated with each movement as well as the intersection as a whole are well established. The data in **Table 4-1** represent the overall delay in seconds associated with each intersection as a whole for the morning and evening peak traffic hours. Expected values for delay in the design year would depend not only on changes in traffic volumes but also on planned changes to traffic controls, especially the location of signalization and optimization of signal phase timing, as described in **Section 3.4** of this EA.

Table 4-4 presents a comparison of the predicted design year delays between the No-Build Alternative and Alternative 1 at each of the eleven intersections during the morning and evening peak traffic hours. The table depicts the expected increase or decrease in delay (in seconds) with construction of Alternative 1 versus the No-Build Alternative, and the percentage change in delay that would result with project implementation. It should be noted that, as mentioned above, the delay values in the table represent overall delay from all movements at each intersection and don't represent the delay that an individual vehicle would experience if

travelling the corridor. Based on the data in the table, implementing Alternative 1 would result in reduced delay at six of the eleven intersections in both the morning and evening peak hours and in a reduction in combined delay for all eleven intersections in the corridor of approximately 794 seconds and 1,150 seconds in the design year morning and evening peak hours, respectively. This would represent an average reduction of 22.8% in total delay in the morning peak hour and an average reduction of 16.2% in total delay in the evening peak hour for the total traffic stream using the corridor with project construction versus the No-Build option. As a result, even with the reduction of roadway capacity from three to two lanes in each direction, the operational improvements planned as part of Alternative 1 would allow the same volume of traffic to use the Tulane corridor with less delay than would occur under the No-Build Alternative. With reduced delay, the traffic stream would operate more efficiently, which would likely reduce total vehicular tailpipe emissions and potentially generate less impact on ambient air quality along the Tulane corridor.

Table 4-4
Comparison of Predicted 2034 Build (Alternative 1) and 2034 No-Build Delay

Intersection	AM Peak Hour				PM Peak Hour			
	No Build Delay (sec)	Build Delay (sec)	Change in Delay (sec)	Change in Delay (percent)	No Build Delay (sec)	Build Delay (sec)	Change in Delay (sec)	Change in Delay (percent)
Tulane Ave. at S. Carrollton Ave.	47.1	29.5	-17.6	-37.4	37.1	53.7	+16.6	+44.7
Tulane Ave. at S. Pierce St.	20.3	9.7	-10.6	-52.2	23.1	14.5	-8.6	-37.2
Tulane Ave. at S. Cortez St.	6.2	5.2	-10	-16.1	14.1	14.0	-0.1	-0.71
Tulane Ave. at S. Jefferson Davis Pkwy.	30.3	31.0	+0.7	+2.3	22.9	26.3	+3.4	+14.8
Tulane Ave. at S. Gayoso St	92.5	22.8	-69.7	-75.4	64.1	21.9	-42.2	-65.8
Tulane Ave. at S. Broad St.	20.6	25.9	+5.3	+25.7	21.4	28.4	+7.0	+32.7
Tulane Ave. at S. Galvez St.	13.7	18.2	+4.5	+32.8	26.4	20.0	-6.4	-24.2
Tulane Ave. at S. Prieur St.	8.2	9.7	+1.5	+18.3	9.5	12.4	+2.9	+30.5
Tulane Ave. at S. Roman St.	698.4	9.7	-688.7	-98.6	1093.9	16.9	-1077.0	-98.5
Tulane Ave. at S. Derbigny St.	35.6	16.8	-18.8	-52.8	62.2	15.9	-46.3	-74.4
Tulane Ave. at S. Claiborne Ave.	33.9	34.6	+0.7	+2.1	25.8	25.9	+0.1	+0.4

The project area is currently in compliance with all NAAQS. Implementation of the proposed project would not result in increased traffic volumes that could impact local air quality conditions. The increased traffic volumes in the future, and associated increased tailpipe emissions, would be a consequence of nearby developments that are planned to occur with or without the Tulane corridor improvements. By evaluating changes in delay as an indirect

indicator of potential changes in vehicular air pollutant emissions, it has been concluded that construction of the proposed project would likely result in lower total air pollutant emissions than would occur under the No-Build Alternative with essentially identical traffic volumes using the corridor. Although the attainment status of the project area would not be jeopardized under either the build or No-Build Alternatives, and neither alternative would generate any violations of federal or State air quality standards, the proposed project would contribute to enhanced traffic operations which, in turn, would likely reduce the level of mobile source emissions in the Tulane corridor and generate beneficial impacts on ambient air quality.

4.15 Noise

Procedures for assessing project-related noise impacts are contained in LADOTD's *Highway Traffic Noise Policy* (July 2011) and FHWA's *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR Part 772, effective July 13, 2011). The types of projects that fall under these requirements (termed Type I projects) are detailed in both documents and broadly include roadway improvements that can usually be expected to generate noise impacts, such as widening projects that add capacity as well as projects where roadway geometric changes move the traffic stream closer to noise-sensitive receivers. For these projects, the procedures generally require that ambient noise measurements be performed to characterize the existing noise environment of the project corridor, followed by noise modeling to identify potential adverse effects per specific impact assessment criteria, and concluding with evaluation of the feasibility and reasonableness of mitigation measures for any identified adverse impacts. The Tulane Avenue corridor project would reduce roadway capacity as well as increase the distance between traffic and noise receivers, and, consequently, it is not a Type I project that must comply with these LADOTD and FHWA requirements. For this reason, ambient noise measurements were not made and detailed noise modeling was not performed for this project. However, potential noise impacts must still be addressed in accordance with NEPA requirements, including comparison of expected build versus no-build effects. This assessment is presented below.

As discussed previously in **Section 4.14** and shown in **Table 4-1**, traffic volumes under both Alternative 1 and the No-Build Alternative are predicted to be higher than existing traffic volumes, which could indicate that future noise levels in the corridor could also be higher than existing noise levels, with the assumption that operating speeds would remain the same. The expansion of nearby medical centers and additional developments described elsewhere in this EA will be the major contributors to the predicted increase in design year traffic volumes on Tulane Avenue and major intersecting roadways. At present, the Tulane corridor appears to be somewhat underutilized based on available capacity and low existing traffic volumes, due in part to the continuing after-effects of Hurricane Katrina. Before Hurricane Katrina struck in 2005, the Tulane corridor experienced much greater traffic volumes, as shown in the *US 61/Tulane Avenue Corridor Improvements Stage 0 Feasibility Report* (URS, February 2011). In fact, the report indicated that projected traffic volumes with project construction could be of a similar magnitude to traffic volumes that existed in the corridor prior to the storm. Consequently, existing noise levels are likely lower than levels that have historically existed in the corridor, and using existing noise levels as a baseline to assess project noise impacts may not result in an accurate picture of the magnitude of future impacts. Existing levels may represent an anomaly,

reflecting a transitional, quieter noise environment than what has historically existed in the Tulane corridor, which could result in overestimating potential impacts when comparing the future Build Alternative to existing conditions.

Noise levels with project construction are expected to be higher throughout the corridor than under existing conditions based on the predicted increases in traffic volumes. However, design year noise levels are likely to be comparable under both the Build Alternative and the No-Build Alternative, since the increase in traffic volumes will occur whether or not the proposed improvements are implemented, and the proposed project is expected to have little or no effect on the changes in traffic volumes. Design year noise levels under Alternative 1 may be ameliorated somewhat by the fact that the traffic stream would be moved closer to the roadway centerline and slightly further away from existing noise receivers. Under Alternative 1, the center of the traffic stream in each direction on Tulane Avenue would be 35 feet from the edge of the right-of-way, identical to the existing roadway. However, because the reconstructed roadway would have two, rather than three, travel lanes in each direction, the distance from the nearest lane to sensitive noise receivers along the roadway would increase from 20 feet from the edge of the right-of-way for the existing roadway to 24.5 feet under Alternative 1. While this may have a positive effect on ambient noise levels, the effect would likely be minor and possibly not even perceivable.

In summary, ambient noise levels throughout the project corridor are likely to increase in the design year compared to existing conditions whether or not the proposed project is constructed. The proposed roadway improvements would have little or no effect on predicted increases in traffic volumes, and, consequently, on any associated increases in ambient noise levels, which would be a consequence of the medical and other developments under construction or planned for construction in the near future. Noise levels under the Build Alternative may be slightly reduced from those expected under the No-Build Alternative due to the shift of the traffic stream away from abutting receivers. Although design year noise levels are expected to be higher than existing levels under both Alternative 1 and the No-Build Alternative, these future levels may be comparable to noise levels that existed in the corridor prior to Hurricane Katrina based on historical traffic data.

4.16 Upland, Wetland and Aquatic Communities

All of the naturally occurring habitat that once existed within the study area has been replaced by urban land uses. An evaluation of the study area as well as correspondence with the Army Corps of Engineers confirms that there are no wetlands or other vegetative communities that would be impacted by the project (see correspondence reproduced in **Appendix A**). Alternative 1 would be constructed within the existing transportation right-of-way and would have no effect on upland, aquatic, or wetland communities.

The No-Build Alternative would have no effect on upland, aquatic, or wetland communities.

4.17 Plants and Wildlife Protected by Law

Field review verified the absence of potential habitat located within the study area that is suitable to support federally-protected flora and fauna species listed for Orleans Parish. Correspondence during the Solicitation of Views (SOV) period with both the USFWS and the Louisiana Natural Heritage Program (LNHP) confirms that no impacts to rare, threatened, or endangered species or critical habitats are likely to occur with Alternative 1 (see **Section 6.1** and **Appendix A** for SOV information).

The No-Build Alternative would have no effect on the rare, threatened, or endangered species that are listed for Orleans Parish.

4.18 Coastal Zone Management

The entire study area is located within the coastal zone. For Alternative 1, a Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division (CMD). Submitting an application for a CUP does not imply that a CUP will be required; the application is simply one step in the rules and procedures to identify if a project will have impacts to the coastal zone.

The No-Build Alternative would have no impacts to the coastal zone within the study area.

4.19 Construction Effects and Best Management Practices

The Tulane Avenue corridor project may be constructed in two phases: Phase 1 from S. Claiborne Avenue to S. Broad Street and Phase 2 from S. Broad Street to S. Carrollton Avenue. However, if funding is made available for the entire project initially, the project may be let under one construction contract.

Corridor improvements along Tulane Avenue would result in a variety of temporary effects associated with storage of materials and equipment and construction equipment operations. Construction effects do not include permanent effects resulting from land conversion to roadway right-of-way, nor do they refer to indirect effects caused by the presence of the roadway facility. A variety of best management practices (BMPs) can be effectively employed to reduce various construction-related impacts.

Since the No-Build Alternative would not involve construction activities except for needed minor maintenance and repair, the following discussion applies to the construction-related impacts associated with Alternative 1 (the Build Alternative).

Economic Effects

Construction workers for the proposed project would likely be drawn primarily from the City of New Orleans, but also from the surrounding suburban communities in Jefferson, St. Bernard, and St. Tammany Parishes. A portion of construction workers' salaries would be spent in and near

the study area for lunches and incidentals. However, the larger region as a whole may realize the balance of these direct spending benefits. A substantial portion of raw materials would likely be purchased locally. Specialty materials may constitute the only material purchases that may occur outside the region.

Physical and Social Effects

Construction Methods, Accessibility and Effects

Construction methods employed for the project would comply with industry standards for excavation and compaction of soils using heavy equipment such as bulldozers, graders, and haul trucks. Traffic disruption is anticipated; however, approved traffic control plans would be utilized in areas where traffic would interface with construction work zones. Construction activity should typically take place in daylight between the hours of 7:00 a.m. and 7:00 p.m., and be suspended during the weekend (at least Sundays) and on locally observed Federal and state holidays.

Construction of the project would cause minor, unavoidable adverse impacts on traffic, primarily related to the delays associated with restricted traffic flow and access issues created by construction operations and equipment. It is anticipated that at least one lane of traffic would be maintained along Tulane Avenue throughout the construction period. While not anticipated, the construction of the project could potentially require minor temporary detours. A detailed maintenance of traffic plan would be prepared during a subsequent stage of project design. Maintenance of traffic, construction sequencing, and temporary lane closures and detours would be planned and scheduled to minimize impacts to local residences, businesses, and the traveling public. Access to residences and businesses within the corridor would be maintained at all times, including by use of temporary driveways or connections where necessary. Public service announcements of planned detours would be distributed to local media in advance to alert the public and minimize traffic disruptions and confusion. Local police, fire departments, and other emergency service providers would be notified in advance of any construction-related activities to allow for proper planning and alternate route identification. The grid layout of local streets as well as several other major roadways including Canal Street would provide numerous other routes for emergency vehicles to access the study area. Therefore, disruption to emergency responders should be minimal.

Debris and excess spoil materials generated during construction would normally be disposed of off-site. Disposal of unsuitable or excess material, trash, debris, and spoil would be governed by local and/or state regulation.

Staging Areas

Construction staging areas would be identified by the contractor after the project is let for construction. It is recognized that staging areas would be necessary for storage of equipment, material stockpiles, and office facilities. These areas would be located within, or in close

proximity, to the construction site and would be approved by LADOTD prior to the start of construction.

Air Quality

The project vicinity would experience short-term increases in air pollutant levels due to gaseous tailpipe emissions from construction equipment as well as particulates from dust and diesel exhausts. The amount of emissions from equipment and operations would be inconsequential when compared to emissions from normal traffic flows, and pollutant concentrations would be reduced by rapid dispersion. Emissions would also be spread out over time if the project is constructed in phases.

Construction Noise

Construction operations would generate short-term adverse noise impacts on nearby receivers. Various best management practices are available to minimize adverse noise effects, including muffling of construction equipment and limiting construction to daytime hours. If the project is constructed in phases, at any given period during project construction, the short-term noise impacts of construction operations would be limited to one of two sections of Tulane Avenue under construction during the particular phase of the project.

Water Quality and Drainage

Water quality and drainage impacts would be temporary in nature. Existing drainage is comprised of underground drainage lines throughout the study area, and some minor modifications to the flow and configuration could be made during construction. Efforts to assure there will be no back up of water during construction and cleaning debris so as not to cause any interference to drainage would be undertaken. An erosion and sediment control plan would be developed and implemented that would include all specifications and BMPs necessary to control erosion and sedimentation from construction activities. Examples of BMPs used to mitigate construction effects on water quality and drainage include, but are not limited to, the use of stacked hay bails, silt fences, mulching, reseeding, and use of buffer zones. Regarding impacts to surface water quality, direct effects of the construction activities would have the greatest effect to turbidity and nutrient loads. However, BMPs that would be employed would greatly mitigate these effects, and any unavoidable effects would be temporary. Indirect effects associated with induced development and other non-point sources of pollution during construction activities are anticipated to be either mitigated by BMPs or minor in nature (see **Section 4.20**).

Biotic Communities

Due to the absence of biotic communities within the study area, no construction-related impacts on terrestrial or aquatic habitats or biota would occur with project construction.

Utility Services

Only minor modifications to utilities such as manhole adjustments are expected and no utility relocations are anticipated. Temporary construction activities would not affect utility services other than requiring temporary power connections. Such connections, however, would not require substantial service disruptions. Therefore, adverse effects to utility services from project-related construction activities would be inconsequential.

4.20 Secondary and Cumulative Effects

Indirect or Secondary Effects

Indirect or secondary effects are reasonably foreseeable impacts caused by an action that are expected to occur either later in time or further in distance from the project or both. An evaluation of indirect impacts attempts to determine whether a project might generate substantial impacts that may not be immediately apparent beyond the direct and more easily recognizable effects that are expected to occur upon or after project implementation. Analysis of indirect impacts often focuses on land use changes and secondary development spurred or supported by a transportation improvement. However, roadway upgrades may indirectly impact other environmental considerations or resources in ways that are difficult to anticipate and evaluate. As a result, regulatory requirements specify that the analysis effort should focus on indirect impacts that are reasonably foreseeable.

Alternative 1 has limited potential to impact land uses surrounding the Tulane Avenue Corridor through induced development due to the existing dense urban development of the study area and surroundings. While the area is almost completely developed, there are several vacant parcels or abandoned buildings that have the potential to be re-developed as a result of this project. By improving the livability of the community surrounding the project corridor, demand may increase for new residences or businesses that may, in turn, spur redevelopment of vacant or blighted properties. Foreseeable incentives for redevelopment are unlikely to occur under the No-Build Alternative.

Cumulative Effects

Cumulative effects result from the incremental impacts of a proposed project added to other past, present, and reasonably foreseeable future actions, regardless of the type of action and who undertakes such action. An evaluation of cumulative impacts attempts to determine whether the effects of the proposed project, when combined with the effects of other actions, could result in substantial impacts on environmental resources or conditions.

The study area is located within the Mid-City neighborhood of New Orleans and has been completely developed and built out since the 1940's and 1950's. After a period of decline over the past 20 years and Hurricane Katrina in 2005, several residential and commercial buildings were left vacant and derelict and have since been demolished. Since the storm, the City and state determined that the new medical complexes for the UMC and VA hospitals would be located in

the study area. This ongoing construction will revitalize a large portion of the study area and is anticipated to spur additional redevelopment in the surrounding neighborhoods. There are still several vacant parcels of property in the study area that could be redeveloped in the future as a result of the new hospitals as well as this project. However, as stated earlier these parcels were already developed in the past for urban use and redevelopment would not result in cumulative impacts to the study area. Substantial cumulative impacts to the human, natural, and physical environments are not anticipated under either Alternative 1 or the No-Build Alternative.

5.0: Summary and Recommendation

5.0 SUMMARY AND RECOMMENDATION

5.1 Summary of Environmental Impacts

Table 5-1
Summary of Project Features and Impacts

Evaluation Criteria	Unit	Alternatives	
		No-Build	1
Corridor Alignment and Right-of-way Considerations			
Required Right-of-way	acres	0	0
Constructability / Maintenance of Traffic (MOT) During Construction			
MOT on Tulane Avenue	Yes/No	N/A	Yes
MOT on Side Streets	Yes/No	N/A	Yes
Human Environment Considerations & Estimated Impacts			
Residential Structure Impacts	number	0	0
Commercial Structure Impacts	number	0	0
NRHP Eligible Standing Structures	number	0	0
NRHP Eligible Archaeological Sites [1]	number	0	0
Disproportionate Environmental Justice Impacts	Yes/No	No	No
Noise Impacts	Yes/No	No	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No
Air Quality Impacts	Yes/No	No	No
Physical Environment Considerations& Estimated Impacts			
Water Well Impacted	number	0	0
Natural Gas Pipeline Crossings	number	0	0
Prime Farmland Impacted	acres	0	0
Natural Environment Considerations & Estimated Impacts			
Upland Habitat Directly Impacted	acres	0	0
Wetlands Directly Impacted	acres	0	0
Aquatic Habitat Directly Impacted	acres	0	0
100-Year Floodplains Impacted	acres	0	25 [2]
Streams Impacted	acres	0	0
Estimated Cost Considerations (2013 $)			
Roadway Construction Cost	Millions $	N/A	$ 7.3 M
Sidewalk Reconstruction, Lighting[3], Landscaping Cost	Millions $	N/A	$ 5.5 M
Total Estimated Cost	Millions $	N/A	$ 12.8 M

Notes:
1. A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
2. The impacts to floodplains are noted simply as the acreage within the ROW since the whole project is within the floodplain and already developed. The entire City is under pump and all rainwater is collected via subsurface drainage. The project will actually decrease the amount of impervious surface and would reduce runoff.
3. This cost is for the refurbishment of existing light poles, not replacement.

Human Environment Considerations

The Build Alternative (Alternative 1) would not require the purchase of new right-of-way and neither alternative would result in the relocation of any residential or commercial structures. Access to properties along Tulane Avenue would be maintained throughout project construction.

A high minority population is present within the study area; therefore, environmental justice populations would be impacted by Alternative 1. However, because the study area is broadly minority (87.4%) and because the proposed project would not result in any significant adverse impacts or residential relocations, disproportionate impacts to environmental justice populations would not result from project implementation.

The project is located in an area that is in attainment for all NAAQS, and would not have an adverse effect on air quality.

Although noise modeling was not performed for this project, based on FHWA and LADOTD criteria, noise impacts may occur under Alternative 1 due to the expected increases in design year traffic volumes over existing conditions. The increased traffic and associated noise impacts will be a result of firmly-planned developments that are unrelated to the Tulane project and would occur under both Alternative 1 and the No-Build Alternative. In addition, using existing conditions in the Tulane corridor as the baseline for predicting future year noise impacts, although required by LADOTD/FHWA procedures, may not represent a reliable approach to evaluating potential noise impacts due to the existing underutilization of the corridor, which represents an after-effect of Hurricane Katrina. Because of these considerations, conclusions based on standard noise analysis procedures may not represent a reliable assessment of project effects on ambient noise levels in the corridor.

Physical Environment Considerations

The only soil within the study area is classified as a prime farmland soil. However, the study area is located within the City limits of New Orleans and impacts associated with Alternative 1 would occur within existing transportation right-of-way, so no impacts on prime farmland soils would occur with project construction. Alternative 1 would not impact any water wells or hazardous material sites. Although the project corridor is underlain by the Chicot Equivalent aquifer system, it is not located near the major recharge zones and all necessary USEPA and LDEQ safeguards would be implemented to avoid potential impacts of project construction.

Natural Environment Considerations

In terms of effects on the natural environment, Alternative 1 would have only a few minor impacts given the urban nature of the study area. The entire portion of Tulane Avenue within the study area is located within a 100-year floodplain; however, construction of Alternative 1 would not increase the base flood elevation to a level that would violate applicable floodplain regulations. The project would actually reduce the amount of impervious surface by eliminating a travel lane in each direction and widening the median. While only minor impacts to the

floodplain are anticipated, any drainage culverts affected by the proposed project or modifications would be designed to maintain pre-construction hydrologic conditions and would not result in any substantial effect to base flood elevations of the surrounding area. Overall, the impacts associated with Alternative 1 would be minor.

Estimate of Probable Cost

The estimated cost of Alternative 1 is approximately $12.8 Million. These costs are in 2013 dollars.

Summary of Benefits

Alternative 1 would satisfy the purpose and need for this project and would provide long-term benefits. This alternative would upgrade the existing corridor to meet the LADOTD requirements of a complete streets project. The project would improve the corridor by better integrating vehicular, pedestrian, and bicycle travel modes and improving safety through addition of left turn lanes, sidewalks, and dedicated bike lanes. Finally, the long-term economic vitality of the surrounding neighborhood would likely benefit from the corridor improvements.

5.2 Summary of Permits and Certifications

The following permits and/or certifications would be required for the proposed project:

- Authorization under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over five acres.
- A drainage hydraulic study would be required during design and a development permit would be required prior to commencement of construction.
- A Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources.
- Approval by the Orleans Parish floodplain manager to insure compliance with all local floodplain ordinances and standards.

5.3 Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution.
- Air Quality: During the construction of the proposed facility, air quality impacts will be minimized by the project contractor through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- Hazardous Materials: During construction, any site that is found to contain unknown/unrecorded hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.

- Archaeological Findings: A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
- Tribal Request – Per concurrence statement of no effect in correspondence dated January 17, 2014, a request was issued that construction work be stopped and tribe office contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on construction plans to insure contractors are aware of this. (see item no. 20 in Appendix A).
- Floodplains: Coordination with the local floodplain administrator for Orleans Parish will be conducted for Alternative 1 to insure that the project is designed in compliance with all local floodplain ordinances and requirements.

6.0: Agency, Tribal Coordination and Public Involvement

6.0 AGENCY, TRIBAL COORDINATION AND PUBLIC INVOLVEMENT

This chapter contains a summary of agency coordination and the public involvement outreach process.

6.1 Agency and Tribal Coordination

Solicitation of Views

Early coordination was initiated with a Solicitation of Views (SOV) packet during the initial planning stage of the project. The SOV packet was mailed July 2, 2012 to applicable Federal, state and local agencies, organizations, individuals, Indian tribal contacts, and elected officials in the project area. The packet included a letter, preliminary project description, and project location map. The SOV letter requested identification of possible adverse economic, social, or environmental effects or concerns. Copies of the SOV packet and agency SOV responses are included in **Appendix A**. **Table 6-1** summarizes agency responses to the SOV packet.

Table 6-1
Summary of Solicitation of Views Responses from Agencies

ID #	Date	Responder	Comment Summary
1	7/7/2012	**Kevin D. Norton**, US Department of Agriculture, Natural Resources Conservation Service	The project map indicates that the proposed construction areas are within urban areas and therefore exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA) - Subtitle1 of Title XV, Section 1539-1549.
2	7/11/2012	**William Detwillier**, Veterans Coordinator, VA Medical Center	The Project improvements such as widened traffic lanes, dedicated turning lanes, and making the street more Pedestrian and bike friendly will enhance travel around the new Veterans (VA) and University Hospitals and other facilities in the Bio Science District. Congress support of the location of the VA Hospital in the downtown area of New Orleans is based upon accessibility by every form of transportation - bus, street car, automobile, taxi, and rail. The concepts of the planned improvements will greatly improve the corridor and be of great benefit to the businesses, medical facilities, and residences on Tulane Ave. and the surrounding area.
3	7/12/2012	**James F. Boggs**, US Fish & Wildlife Service, Lafayette Ecological Service Field Office	The project information has been reviewed for effects to Federal trust resources under jurisdiction and currently protected by the Endangered Species Act of 1973. The project, as proposed, will have no effect on those resources. This finding fulfills the requirements under Section 7(a)(2) of the Act.
4	7/6/2012	**Amity Bass**, Coordinator, LA Dept. of Wildlife & Fisheries Natural Heritage Program	After careful review of the preliminary data for the project, personnel of the Habitat Section of the Coastal & Non-Game Resources Division have found that no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or Federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana boundaries.

Table 6-1
Summary of Solicitation of Views Responses from Agencies

ID #	Date	Responder	Comment Summary
5	7/6/2012	**Michael Bechdol**, Coordinator Sole Source Aquifer Program Ground Water/UIC Section, US Environmental Protection Agency, Region 6	The project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the Sole Source Aquifer (SSA) program.
6	7/16/2012	**Pam Breaux**, State Historic Preservation Officer, LA Office of Culture, Recreation and Tourism, Division of Historic Preservation and Division of Archaeology	Section 106 review is unable to be completed at this time due to insufficient documentation as required by the Section 106 Regulations (36 CFR 800). Note: see the information needed as specified in the letter.
7	7/26/2012	**Karen Oberlis** (response by Karen L. Clement, Solicitation of Views Manager) USACE NOD Regulatory Branch	Review of the project information finds that there is no adverse impact anticipated to any USACE project. It is determined that the project is not in a wetland subject to Corp's of Engineers jurisdiction. No Section 404 permit is required. Project is within the Louisiana Coastal Zone, for additional information regarding coastal use permits contact Ms. Christine Charrier, Coastal Management Division, LDNR at (225) 342-7953. This approved jurisdictional determination is valid for 5 years from date of this letter, unless new information warrants revision prior to the expiration date or the District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.
8	7/26/2012	**Ruth Johnson** (response by Richard Howze, Undersecretary), LA Dept. Children & Family Services, Division of Management & Finance	Review of the project information determines that the project will not adversely impact the operations of the agency or the delivery of services to consumers who reside in the affected area. Offer no objection to this undertaking.
9	7/31/2012	**Ann E. Macdonald**, Director, City of New Orleans, Dept. of Parks & Parkways	The department supports the project because the proposed enhancements will change the feel and function from a thoroughfare to a gracious entry to the city while accommodating the needs of both the high-traffic hospitals and residential character of the area. The widening of the medians provides additional environmental benefits by creating a greater permeable surface, reducing storm runoff and reducing the heat island effect.
10	7/31/2012	**Kurt Weigle**, Pres. & CEO, New Orleans Downtown Development District	The Downtown Development District (DDD) recommends Alternative 1 which reduces the corridor to 4 lanes with minimum construction that retains the existing curb and sidewalks. Important considerations are safer left turn lanes, maintaining sidewalk width, and improving the street scape.
11	8/2/2012	**Susan Veillon**, CFM Floodplain Coordinator, LADOTD Floodplain Management Program	Enclosed Flood Insurance Rate Maps (FIRM) for Orleans Parish. Assure compliance with Orleans Parish requirements for the National Flood Insurance Program (NFIP) and that proper permits are obtained. Allow for adequate flow of water and assure there will be no back up of water during construction, being responsible for cleaning debris so as not to cause any interference.

Table 6-1
Summary of Solicitation of Views Responses from Agencies

ID #	Date	Responder	Comment Summary
12	8/7/2012	**James H. Welsh**, Commissioner of Conservation, LA Dept. of Natural Resources, Office of Conservation	Search the DNR database on website: http:/www.dnr.louisiana.gov for information within project area. A review of records indicates no oil, gas or injection wells located within or adjacent to the proposed project area. DNR water well database indicates the possibility of registered water wells in the vicinity and possible unregistered water wells. Note: the letter provides contact information for all DNR divisions.
13	8/13/2012	**Jake Causey** (response by Johan Forsman, Geologist), LA Dept. of Health & Hospitals, Division of Environmental Health	The department has no objection to the project, but this preliminary determination on this SOV shall not be construed as absolving the applicant of responsibility with respect to Louisiana Administrative Code Title 51(Public Health-Sanitary Code) and Title 48 (Public-Health-General) regulations or any other applicable public health laws or statues.
14	8/23/2012	**Dr. Ian Thompson**, Director, Historic Preservation Department, Choctaw Nation of Oklahoma	The project is located within the historic area of interest to the Choctaw Nation of Oklahoma. Please include us in future consultation for NHPA Section 106 consultation.

Additional Coordination and Agency Draft EA Comments

Prior to the distribution of the Draft EA, final coordination and submittal of Section 106 information was achieved with the Louisiana Department of Culture, Recreation, and Tourism. The State Historic Preservation Officer provided a letter of concurrence with the assessment that the proposed project would have No Adverse Effect on any historic property. Following the distribution of the Draft EA, comments were received from several agencies. The agency correspondence is listed and summarized below in **Table 6-2** and copies of all correspondence are included in **Appendix A**.

Table 6-2
Summary of Additional Correspondence and Draft EA Comments from Agencies

ID#	Date	Responder	Comment Summary
15	4/8/2013	**Pam Breaux,** State Historic Preservation Officer LA Office of Culture, Recreation, and Tourism, Office of Cultural Development	Acknowledged receipt of Archeology Report for the project and offered concurrence that no archeological historic properties would be impacted by the project. Requested project design plans and scope of work if landscaping, lights, signage, street furniture, and benches are included in the project.
16	4/26/2013	**Pam Breaux,** State Historic Preservation Officer LA Office of Culture, Recreation, and Tourism, Office of Cultural Development	Concurrence with assessment that the proposed project would have No Adverse Effect on and historic property.
17	12/17/2013	**Myra G. Diaz,** Floodplain Management and Insurance Branch, Mitigation Division, Federal Emergency Management Agency, Region VI	Requested that the community floodplain administrator be contacted for the review and possible permit requirements for the project. If Federally funded, requested that project be in compliance with EO11988 & EO 11990.
18	12/18/2013	**Michael Bechdol**, Coordinator Sole Source Aquifer Program Ground Water/UIC	The project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the Sole Source Aquifer (SSA) program.

Table 6-2
Summary of Additional Correspondence and Draft EA Comments from Agencies

ID#	Date	Responder	Comment Summary
		Section, US Environmental Protection Agency, Region 6	
19	1/15/2014	**Karen L. Clement,** Solicitation of Views Manager USACE NOD Regulatory Branch	Review of the project information finds that there is no adverse impact anticipated to any USACE project.
20	1/17/2014	**Ms. Johnnie Jacobs,** NHPA Section 106 Coordinator, Choctaw Nation of Oklahoma Historic Preservation Department PO Box 1210 Durant, OK 74701 jjacobs@choctawnation.com	The Choctaw Nation is unaware of any cultural or sacred sites located within the immediate project area and concur that there should be no effects to any known historic properties and that work should proceed as planned. However, as the project is located in an area that is of general historic interest to the Tribe, it is requested that work be stopped and our office be contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on the construction plans to insure contractors are aware of it.

6.2 Public Involvement

Public Meeting

An open forum public involvement meeting to discuss the proposed corridor improvements along Tulane Avenue in Orleans Parish was held on Tuesday, July 24, 2012 at the New Orleans Regional Transit Authority Facility, 2nd Floor Board Room located at 2817 Canal Street in New Orleans, Louisiana from 4:00 PM to 7:00 PM. The purpose of the Public Meeting was to allow agencies, local representatives, and the public to review and comment on the No-Build and Build Alternatives that were being proposed in the development of an Environmental Assessment for the project. The open house style meeting, with no formal presentation, allowed citizens the opportunity to receive information about the environmental process of the project, to view exhibits, ask questions, and offer comments during the scheduled hours.

The methods of notification for the Public Meeting included publishing a public legal notice in the local newspaper, and distribution of postcards and letters to property owners, businesses, elected officials, and agency representatives. The LADOTD Public Information Office posted notification of the Public Meeting on the LADOTD website. The RPC also advertised the meeting on their website, www.norpc.org, as well as posted the meeting on their events calendar. The Public Meeting Legal Notice was placed in the *Times Picayune* and appeared in the circulations dated July 7, 2012 and July 17, 2012. The Public Meeting Legal Notice was also posted on the Nola.com website on July 7, 2012 and July 17, 2012.

Even though adequate notification tools were employed to provide information about the Public Meeting, the public representation by 34 attendees at the Public Meeting is considered to be moderate considering the population of the surrounding area and the potential economic impact of the project. The moderate attendance may be attributed to the lack of controversy surrounding the project. Further, comment response is also considered to be moderate with 18 citizens either providing their comments on the night of the Public Meeting or responding throughout the comment period.

When asked about the importance of the project, 84 percent (15 commenters) thought the project was important, 11 percent (2 commenters) did not think the project was important, and 5 percent (1 commenter) did not respond to the question. The major reasons commenters felt the project was important included support of redevelopment, support for the new medical district, safety improvements and aesthetics.

Of the two build alternatives presented, Conceptual Alternative 1 was preferred by approximately 67 percent of the commenters that expressed preference for one alternative. Cost and overall improvements to the Tulane Avenue corridor were the primary reasons given for preference of Conceptual Alternative 1, which consisted of a minimum reconstruction of Tulane Avenue. Approximately 11 percent preferred Conceptual Alternative 2 because it would result in similar overall improvements to Alternative 1 but with wider travel lanes and a wider median. Approximately 17 percent expressed preference for the No-Build Alternative to avoid the loss of a travel lane and changes to parking. Approximately five percent of commenters did not express a preference for either the No-Build Alternative or any of the build alternatives.

A complete synopsis of the meeting including a summary table of all formal and informal public comments is compiled in the *US 61/Tulane Avenue Corridor Improvements Public Meeting Summary Report, August 2012* (URS, 2012) located in **Appendix D** of this EA.

Public Hearing

An open forum Public Hearing for the proposed improvements for US Highway 61 (Tulane Avenue) in Orleans Parish, Louisiana was held on Tuesday, January 14, 2014 at the New Orleans Regional Transit Authority Facility, 2nd Floor Board Room located at 2817 Canal Street in New Orleans, Louisiana from 4:00 p.m. to 7:00 p.m.

The purpose of the Public Hearing was to present the Draft Environmental Assessment (EA) prepared for the project and to allow agencies, local representatives, and the public to review and comment on the "No-Build" and "Build" Alternatives that are being proposed for the project. The "open house" style Hearing, with no formal presentation, allowed citizens the opportunity to receive information about the environmental process of the project, to view exhibits, ask questions, and offer comments on the Draft EA during the scheduled hours.

The methods of notification for the Public Hearing included a public legal notice in the local newspaper, and distribution of postcards and letters to property owners, businesses, elected officials, and agency representatives. Notification of the hearing was also included with the distribution of the Draft EA. The LADOTD Public Information Office posted notification of the Public Hearing on the LADOTD website. The RPC also advertised the Hearing on their website, www.norpc.org.

The Public Hearing Legal Notice was placed in the *Times Picayune* and appeared in the circulation dated December 27, 2013. Letters announcing the Hearing were sent to 54 elected officials, public officials, and stakeholders. Approximately 392 Public Hearing Notice postcards including a basic graphic of the project location were mailed to local property owners, businesses, and public establishments prior to the Hearing. According to the sign-in sheets, 23 citizens, and 8 Project Team Members supported the Public Hearing; for a total of 31 attendees.

Several informational displays were available for the attendees to review. A Comment Form and a Public Hearing Handout containing information concerning the preliminary purpose and need of the project, the identification of build alternatives, a description of Alternative 1, and typical section conceptual diagrams were presented as attendees entered the room, with extra copies available for attendees to share with other members of the community. A fourteen-minute video presentation was available for viewing to provide citizens with a general overview of the project and the two alternatives being presented. Attendees were encouraged to view the presentation, to circulate among the displays, and to participate in discussions concerning the alternatives. Project team members were available to assist in describing the conceptual corridor improvement alternatives and to answer questions.

Following the distribution of the Draft EA, comments or responses were received from several agencies and the correspondence is listed and summarized above in **Table 6-2.**

Comments were collected from the attendees at the Public Hearing and received by mail postmarked by January 29, 2014 and received through February 5, 2014. There were 7 comments submitted within the comment period. There were no verbal comments, no letters and no email comments submitted. Comments submitted were reviewed and summarized by project team staff. Attendees provided a preference for either the No-Build Alternative or Alternative 1, or provided no preference. The No-Build Alternative was selected by 1 person (14.3 percent), Alternative 1 was chosen by 5 people (71.4 percent), and 1 person (14.3 percent) had no preference of alternative.

The primary issue or concern expressed in the explanations given for the preference of Alternative 1 was for the overall improvement and recovery of the corridor. The main concern expressed for support of the No-Build Alternative was retaining the existing parking.

The comment form provided the opportunity to select between six potential categories of concerns that have been anticipated in relation to the project. Only two commenters made responses to these categories. The potential concerns that were selected included traffic capacity, access issues, and parking.

Low attendance at the Public Hearing may be attributed to minimal impact of the proposed project or the lack of controversy surrounding the project. Consequently, comment response is also considered to be low, with 7 citizens providing comments during the comment period. In conclusion, the information derived from the Hearing indicates that the public considers the project to be important for revitalization of the corridor leading into downtown and prefers the minimum construction that Alternative 1 affords.

A complete synopsis of the hearing including a summary table of all formal and informal public comments is compiled in the *US 61/Tulane Avenue Corridor Improvements Public Hearing Summary Report, February 2014* (URS, 2014) located in **Appendix D** of this EA.

Additional information on various concerns was provided by all of the seven commenters; some offered specific suggestions. These comments or concerns are listed below in **Table 6-3**. Responses to these comments were coordinated with LADOTD and RPC and are also listed in **Table 6-3.**

Table 6-3
Public Hearing Comment Summary and Responses

	Concerns / Comments	Response to Comment
1	Intersections should have crosswalks on all 4 legs (marked & unmarked)	Tulane Avenue is a state route. Crosswalks will be implemented in accordance with LADOTD policy and standards.
2	Bus stops should be nearside with curb extensions to allow more on street parking	The current design for the preferred alternative provides for farside bus stops with curb extensions in order to improve the traffic flow and transit operation in the corridor. Upon the time that the RTA incorporates a signal preemption system on their buses, the traffic control equipment utilized in the corridor will be capable of accepting the signal priority system.
3	Provide space for shelters and adequate sidewalks	Space will be provided for shelters and adequate sidewalks maintained.
4	Deceleration lanes/turn lanes are atypical and inappropriate on New Orleans major streets	The deceleration/turn lanes are to accommodate turning vehicles and enhance traffic flow due to the reduction in travel lanes from three to two lanes. It should also be noted that two of the right turns lanes are into the new hospital under construction to accommodate emergency vehicles.
5	D'Hemecourt should be closed or modified at intersection with Tulane to allow for continuous sidewalk along Tulane	The operation of D'Hemecourt is outside of the limits of the project and falls under the jurisdiction of the City of New Orleans, possible alterations could be considered under future actions.
6	Median closure concept should be reconsidered. It is much safer to allow mid-block openings than to force U-turns at intersections	Decision was made to eliminate three mid-block openings in the median due to the fact that exclusive left turn lanes will be provided at a number of locations.
7	Signal priority for buses should be considered - if not feasible, than nearside stops with curb extensions are preferable and recommended	The traffic signal controller equipment will have the capability to provide for signal preemption equipment upon such time as the RTA has installed the signal preemption equipment within their bus fleet.
8	Bus shelters should be included in funding of the project at each stop and concrete aprons are needed at bus stop locations	Funding for new bus shelters is not provided as part of this project but may be provided in future phases. The concrete bus aprons will be constructed as part of this project.
9	Confirm and if necessary re-evaluate locations of curb extensions and pedestrian crosswalks in relation to transit, retail, and primary pedestrian corridors in the project area	All crosswalks and curb extensions have been evaluated by LADOTD and are provided as per the Departments policies and standards as noted in comment #1.

Table 6-3
Public Hearing Comment Summary and Responses

	Concerns / Comments	Response to Comment
10	Retain the left turn onto S. Scott; removing could negatively impact access to a new business at 3835 Tulane (2 comments)	Left turn restrictions will be evaluated during final design.
11	Retention of existing parking is a major concern for owners of a newly renovated building near S. Rendon	Tulane Avenue is a state route. Parking spaces and locations will be implemented in accordance with LADOTD policy and standards.

6.3 Document Distribution

Draft EA and Final EA FONSI

The distribution list of recipients of the Draft EA and also the Final EA FONSI is included in **Table 6-4.** The distribution list includes Federal, state, and local agencies, elected officials, community organizations, and study area libraries.

Table 6-4
Draft EA and Final EA FONSI Distribution List

ID #	Recipient	Address	Contact	Full Copies	Executive Summary with CD
	Lead Agencies				
1	Louisiana Department of Transportation and Development	1201 Capitol Access Road Room 502 P Baton Rouge, LA 70802	Ms. Noel Ardoin, P.E. Cynthia Bowman	15 & 2 CDs	
2	Louisiana Department of Transportation and Development	1440 Highway 90 W Westwego, LA 70094-3566	Mr. Mike Stack	5 & 1 CD	
3	Federal Highway Administration	5304 Flanders Drive, Suite A Baton Rouge, LA 70808-4348	Mr. Carl Highsmith Bob Mahoney	1	1
4	Regional Planning Commission	10 Veterans Blvd. New Orleans, LA 70124	Mr. Walter Brooks	2	2
	Federal Agencies				
5	US Army Corps of Engineers New Orleans District Regulatory Branch	USACE NOD 7400 Leake Ave. New Orleans, LA 70118	Ms. Karen Oberlis		1
6	US Department of the Interior Office of Environmental Policy and Compliance	1849 C Street NW MS 2462 Washington DC 20240	Mr. Willie Taylor, Director Ms. Mary Blanchard, Deputy Director	1 & 5 CDs	
7	US Dept. of The Interior Geological Survey	3535 South Sherwood Forest, Suite 120 Baton Rouge, LA 70816	Mr. Charles Demas		1
8	US Fish & Wildlife Service, Lafayette Ecological Service Field Office	646 Cajundome Blvd, Suite 400 Lafayette, LA 70506	Mr. James F. Boggs		1
9	US Department of Agriculture, Natural Resources Cons Service	3737 Government St Alexandria, LA 71302	Mr. Kevin Norton		1
10	US Dept. of Commerce Economic Development Administration	504 Lavaca Street, Suite 1100 Austin, TX 78701-2858	Mr. Pedro Garza, Regional Director		1
11	FEMA Region VI	800 North Loop 288 Denton, TX 76201	Mr. Greg Solvey		1

Table 6-4
Draft EA and Final EA FONSI Distribution List

ID #	Recipient	Address	Contact	Full Copies	Executive Summary with CD
12	US Environmental Protection Agency, Region 6	1445 Ross Ave - 6 ENXP Dallas, TX 75202-2733	Mr. Michael Bechdol	1 & 3 CDs	
13	US Dept. of Housing And Urban Development, Region VI Environmental Officer	500 Poydras Street Hale Boggs Bldg. 9th Floor New Orleans, LA 70130	Sheila H. Perine		1
Louisiana State Agencies					
14	Louisiana Department of Agriculture and Forestry Office of Soil and Water Conservation	5825 Florida Boulevard Baton Rouge, LA 70806	Mr. Bradley Spicer		1
15	Louisiana Department of Transportation and Development Floodplain Management Program	1201 Capitol Access Road Baton Rouge, LA 70802	Ms. Pamela L. Miller, CFM		1
16	Louisiana Department of Public Safety Highway Safety Commission	7919 Independence Blvd. Suite 2100 Baton Rouge, LA 70806	Mr. John LeBlanc		1
17	Louisiana Department of Wildlife & Fisheries, Louisiana Natural Heritage Program	2000 Quail Drive Baton Rouge, LA 70808	Ms. Amity Bass		1
18	Louisiana Department of Culture, Recreation and Tourism	1051 North 3rd Street Baton Rouge, LA 70802	Ms. Pam Breaux Ms. Rachel Watson	1 & 1 CD	
19	Louisiana Department of Environmental Quality	602 North 5th Street Baton Rouge, LA 70802	Ms. Beth Dixon		1
20	Louisiana Department of Natural Resources Office of Conservation	617 North 3rd Street, 9th Floor Baton Rouge, LA 70802	Mr. James H. Welsh, Commissioner of Conservation		1
21	Louisiana Department of Natural Resources, Coastal Management Division	617 North 3rd Street, Suite 1048 Baton Rouge, LA 70802	Ms. Christine Charrier, Mr. Karl Morgan		2
22	LA Department of Health and Hospitals Office of Public Health	628 N. 4th Street Baton Rouge, LA 70802	Mr. Jake Causey		1
23	LA Department of Economic Development Office of Business Development	1051 N. 3rd Street Baton Rouge, LA 70802-5239	Mr. Don Hutchinson		1
24	LA Good Roads Association	P.O. Box 3713 Baton Rouge, LA 70821	Mr. Kenneth Perret		1
25	LA Office of Management and Finance	P.O. Box 3776 Baton Rouge, LA 70821	Ms. Ruth Johnson		1
26	LA State Attorney General Environmental Out Reach Division	1885 N. 3rd Street Baton Rouge, LA 70802	Mr. James Caldwell		1
27	LA State Land Office Division of Administration	P.O. Box 44124 Baton Rouge, LA 70804	Mr. Charles St. Romain		1
28	LA State Planning Office Removed 02-12-14	1201 N. 3rd Street Suite 7-210 Baton Rouge, LA 70802	Mr. Barry Dusse, Director		
29	LA State Police Troup B	2101 I-10 Service Road Kenner, LA 70065	Captain Carl Saizan		1
30	LA Office of Indian Affairs	201 N. 3rd Street Suite G-219 Baton Rouge, LA 70802	Ms. Missy Graves		1
31	Inter-Tribal Council of LA, Inc.	991 Grand Caillou Road Houma, LA 70363	Mr. Kevin Billiot		1
32	Chitimacha Tribe of Louisiana	105 Houma Drive Charenton, LA 70523	Ms. Kimberly S. Walden		1
33	Alabama Coushatta Tribe of TX	571 State Park St. 65 Livingston, TX 77351			1
34	Choctaw Nation Of Oklahoma	P.O. Box 1210 Durant, OK 74702-1210	Mr. Ian Thompson Phd, Rpa		1
Federal and State Elected Officials					
35	US House Of Representatives (District 1)	110 Veterans Blvd., Suite 500 Metairie, LA 70005	Honorable Steve Scalise		1
36	US House Of Representatives (District 2)	2021 Lakeshore Drive, Suite 309 New Orleans, LA 70122	Honorable Cedric Richmond		1

Table 6-4
Draft EA and Final EA FONSI Distribution List

ID #	Recipient	Address	Contact	Full Copies	Executive Summary with CD
37	United States Senate	500 Poydras Street, Suite 1005 New Orleans, LA 70130	Senator Mary Landrieu		1
38	United States Senate	2800 Veterans Memorial Blvd., Suite 201 Metairie, LA 70002	Senator David Vitter		1
39	LA House of Representatives (District 91)	600 Carondelet Street 9th Floor New Orleans, LA 70130	Honorable Walter "Walt" Leger III		1
40	LA House of Representatives (District 93)	643 Magazine Street Suite 302 New Orleans, LA 70130	Honorable Helena Moreno		1
41	LA House of Representatives (District 97)	6305 Elysian Fields Ave Suite 404 New Orleans, LA 70122	Honorable Jared C. Brossett		1
42	Senate of Louisiana (District 5)	1010 Common Street Suite 2510 New Orleans, LA 70112	Honorable Karen Carter Peterson		1
Local Officials, Agencies, and NGO					
43	City of New Orleans	1300 Perdido Street Room 2E10, New Orleans, LA 70112	Mayor Mitch Landrieu		1
44	Dept. of Facilities, Infrastructure, and Community Development	1300 Perdido Street New Orleans, LA 70112	Mr. Cedric Grant		1
45	N O Office of Homeland Security and Emergency Preparedness	1300 Perdido Street Room 9E06, New Orleans, LA 70112	Lt. Col Jerry Sneed, Deputy Mayor For Public Safety		1
46	City Planning Commission	1300 Perdido Street Room 7W03, New Orleans, LA 70112	Mr. Robert Rivers		1
47	Dept. of Public Works, Office of Director	1300 Perdido Street Room 6W03, New Orleans, LA 70112	Mr. Mark Jernigan		1
48	Sewerage & Water Board of New Orleans	625 St Joseph Street Room 311 New Orleans, LA 70165	Mr. Joseph R. Becker, General Superintendent		1
49	New Orleans Chamber of Commerce	1515 Poydras Street Suite 1010 New Orleans, LA 70112	Mr. Ben Johnson, Pres. & CEO		1
50	N O Regional Transit Authority, V. P. & General Manager	2817 Canal Street New Orleans, LA 70119	Mr. Justin T. Augustine		1
51	City of New Orleans Council President	1300 Perdido Street Room 2W50 New Orleans, LA 70112	Ms. Jacquelyn Clarkson		1
52	City of New Orleans Councilmember, District B	1300 Perdido Street Room 2W10 New Orleans, LA 70112	Ms. Latoya Cantrell		1
53	City of New Orleans Councilmember, District A	1300 Perdido Street Room 2W80 New Orleans, LA 70112	Ms. Susan Guidry		1
54	Downtown Development District, Executive Director	201 St. Charles Ave., Ste. 3912 New Orleans, LA 70170	Mr. Kurt Weigle		1
55	Dept. of Parks and Parkways	2829 Gentilly Boulevard New Orleans, LA 70122	Ms. Ann Macdonald		1
56	Orleans Parish Criminal Sheriff	8195 Broad Street New Orleans, LA 70119	Mr. Marlin Gussman		1
57	Orleans Parish School Board	3520 General Degaulle Drive Suite 5055 New Orleans, LA 70114	Mr. Stan Smith Interim Superintendent		1
58	Orleans Parish Floodplain Administrator	1300 Perdido Street Room 7E05, New Orleans, LA 70112	Pat Trainor		1
Libraries					
59	Louisiana State Library	Recorder of State Documents 701 North 4th Street Baton Rouge, LA 70802	Ms. Carol Cook	15 & 1 CD	
60	Orleans Parish Library	219 Loyola Avenue New Orleans, LA 70112	Document Librarian	1 & 1 CD	
Stakeholders					
61	LSU Health Sciences Center	433 Bolivar Street New Orleans, LA 70112	Mr. Ron Gardner, Vice Chancellor		1
62	New Orleans Bioscience Economic Development Dist.	1527 Harmony Street New Orleans, LA 70115	Mr. James McNamara, Chairman		1
63	VA Medical Center	321 Veterans Blvd., Suite 205 Metairie, LA 70005	Mr. William Detwillier, Veterans Liaison		1
64	VA Medical Center	P. O. Box 61011 New Orleans, LA 70161	Ms. Liz Failla		1

Table 6-4
Draft EA and Final EA FONSI Distribution List

ID #	Recipient	Address	Contact	Full Copies	Executive Summary with CD
65	St. Joseph's Church Pastor	1802 Tulane Avenue New Orleans, LA 70112	Mr. Donald Ours, CM		1
66	Tulane University Director of Campus Planning	1315 Broadway Street New Orleans, LA 70118	Ms. Collette Creppell		1
67	Unity of Greater New Orleans	2475 Canal Street, Suite 300 New Orleans, LA 70119	Ms. Abby Johnson		1
68	LA Cancer Research Consortium Capital Projects Manager Removed 3-12-2014	1615 Poydras St., Suite 1000 New Orleans, LA 70112	Ms. Adrian Rodriguez		
69	Joe's Lawn Mower Shop Manager	2501 Tulane Avenue New Orleans, LA 70119	Ms. Jill Domingo		1
70	AECOM/GNOBEDD	1555 Poydras St., Suite 1860 New Orleans, LA 70112	Mr. Louis Costa		1
71	Domain Companies	900 South Peters St., Loft 1 New Orleans, LA 70130	Mr. Chris Papamichael		1
72	Mid-City Neighborhood Association President	P.O. Box 791023 New Orleans, LA 70179	Ms. Jennifer Farwell		1
Total Copies of Draft EA				**42 & 14 CDs**	**67 & CDs**
Total Copies of Final EA FONSI				**42 & 14 CDs**	**65 & CDs**

Note – shipping directions

Fed Ex	USPS certified

This Page Intentionally Left Blank

7.0: References Cited

7.0 REFERENCES CITED

City of New Orleans

2006. *Mid-City Neighborhood Planning District 4 Rebuilding Plan*. 2006.

Federal Highway Administration

1987. "*Guidance for Preparing and Processing Environmental and Section 4(f) Documents*" - FHWA Technical Advisory T6640.8A, October 30, 1987

Louisiana Department of Transportation and Development (LADOTD)

2011. *Highway Traffic Noise Policy.*

Louisiana Department of Environmental Quality

2010. *Water Quality Integrated Report.* http://www.deq.louisiana.gov.

New Orleans City Planning Commission

2006. *City of New Orleans Master Plan*. March 2006. As amended in 2011.

Regional Planning Commission

2008. *New Orleans Medical District Strategic Integration Plan – Final Report*. Prepared by the Regional Planning Commission, December 2008.

2010. *Transportation Improvement Program (TIP) for the New Orleans Urbanized Area, Fiscal Years 2011 – 2014.* Prepared by the Regional Planning Commission, June 2010.

2011. *US 61/Tulane Avenue Corridor Improvements Stage 0 Feasibility Report.* Prepared by URS Corporation, February 2011.

Urban Systems, Inc.

2010a. *Southeast Louisiana Veterans Medical Center Traffic Impact Analysis*. January 2010.

2010b. *Draft University Medical Center (UMC) Traffic Impact Analysis*. January 2010.

URS

2012. *US 61/Tulane Avenue Corridor Improvements Public Meeting Summary Report, August 2012.*

2014. *US 61/Tulane Avenue Corridor Improvements Public Hearing Summary Report, February 2014.*

US Department of Agriculture (Natural Resources Conservation Service)

1989. Soil survey for Orleans Parish, Louisiana.

US Department of Commerce

2011. 2010 Census of Population and Housing. Various Census Data from Summary File 1 and 3 datasheets. Bureau of the Census.

US Department of Homeland Security

2008. *Programmatic Environmental Assessment – Site Selection VAMC and LSU MC*. November, 2008.
2010a. *Final Site-Specific EA for the Veterans Affairs Medical Center*. April 2010.
2010b. *Draft Site-Specific EA for the University Medical Center*. March 2010.

US Department of the Interior, Fish and Wildlife Service

Endangered Species Program. http://www.fws.gov/endangered. Accessed July 2012.

US Department of Transportation

1979. *Floodplain Management and Protection*; 5650.2. http://www.dot.gov.

US Environmental Protection Agency

2011. Green Book. http://www.epa.gov/oar/oaqps/greenbk/. Washington, D.C. http://www.epa.gov.

Environmental Statutes and Regulations, and Guidance Documents

Executive Order 11988. *Floodplain Management*; 1977.

Executive Order 12898. *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; US President proclamation; 1994.

US Code. *Clean Air Act* (CAA); Section 309; 33 USC 1251 *et seq*.; 1970 and as amended (1990).

US Code. *Clean Water Act* (CWA); Section 404; 33 USC 1251 *et seq*.

US Code. *Coastal Zone Management Act*; 16 USC 1451-1456; 1972.

US Code. *Endangered Species Act*; 7 USC 136; 16 USC 460 *et esq*.

US Code. *Migratory Bird Treaty Act*; USC 16-7-11; 1918.

US Code. *Farmland Protection Act*; 7 USC 4201 *et seq* and 7 CFR 658.

US Code of Federal Regulations. *National Environmental Policy Act* (NEPA); 40 CFR Parts 1500-1508; 1969.

US Code of Federal Regulations. *National Register of Historic Places* (NRHP); 36 CFR 60 *et seq*; 1966.

US Code of Federal Regulations. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*; 23 CFR 772, 1982.

US Code of Federal Regulations. *National Historic Preservation Act* (Section 106); 16 USC 470 *et seq*; 1966, and as amended (1976, 1980, 1999, 2000).

8.0: Acronym List

8.0 ACRONYM LIST

ADT	Average Daily Traffic
BFE	Base Flood Elevation
BMP	Best Management Practice
CBD	Central Business District
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQ	Council of Environmental Quality
CFR	Code of Federal Regulations
CMD	Coastal Management Division
CT	Census Tract
CUP	Coastal Use Permit
CWA	Clean Water Act
EA	Environmental Assessment
EO	Executive Order
ESA	Endangered Species Act
FCIR	Farmland Conversion Impact Rating Form
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
HCM	Highway Capacity Manual
HCS	Highway Capacity Manual
HDLC	Historic District Landmark Commission
LADOTD	Louisiana Department of Transportation and Development
LBCS	Land Based Classification Standards
LCRP	Louisiana Coastal Resources Program
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources

LNHP	Louisiana Natural Heritage Program
LOS	Level of Service
LPDES	Louisiana Pollutant Discharge Elimination System
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund Act
MOT	Maintenance of Traffic
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NOCPC	New Orleans City Planning Commission
NOI	Notice of Intent
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
RCRA	Resource Conservation and Recovery Act
RPC	Regional Planning Commission
SHPO	State Historic Preservation Office
SONRIS	Strategic Online Natural Resources Information System
SOV	Solicitation of Views
SWPPP	Storm Water Pollution Prevention Plan
TIP	Transportation Improvement Program
UMC	University Medical Center
USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
USHHS	US Department of Health and Human Services
UST	Underground Storage Tank
VAMC	Veteran's Affairs Medical Center

Appendix A: Agency, Tribal, and Public Involvement

SOV Mailout List

Name	Company_Name	Address	City
MAYOR MITCH LANDRIEU	CITY OF NEW ORLEANS	1300 PERDIDO STREET ROOM 2E10, CITY HALL	NEW ORLEANS, LA 70112
Mr. CEDRIC GRANT	DEPT. OF FACILITIES, INFRASTRUCTURE, AND COMMUNITY DEVELOPMENT	1300 PERDIDO STREET	NEW ORLEANS, LA 70112
LT. COL JERRY SNEED, Deputy Mayor for Public Safety	N O OFFICE of HOMELAND SECURITY and EMERGENCY PREPAREDNESS	1300 PERDIDO STREET ROOM 9E06, CITY HALL	NEW ORLEANS, LA 70112
MS. YOLANDA RODRIGUEZ	CITY PLANNING COMMISSION	1300 PERDIDO STREET ROOM 9W03, CITY HALL	NEW ORLEANS, LA 70112
MR. MARK JERNIGAN	DEPT. OF PUBLIC WORKS, OFFICE OF DIRECTOR	1300 PERDIDO STREET ROOM 6W03, CITY HALL	NEW ORLEANS, LA 70112
MR. JOSEPH R. BECKER, GENERAL SUPERINTENDENT	SEWERAGE & WATER BOARD OF NEW ORLEANS	625 ST JOSEPH STREET ROOM 311	NEW ORLEANS, LA 70165
MR. BEN JOHNSON, PRES. & CEO	NEW ORLEANS CHAMBER OF COMMERCE	1515 POYDRAS STREET SUITE 1010	NEW ORLEANS, LA 70112
MR. JUSTIN T. AUGUSTINE	N O REGIONAL TRANSIT AUTHORITY, V. P. & GENERAL MANAGER	2817 CANAL STREET	NEW ORLEANS, LA 70119
MS. JACQUELYN CLARKSON	CITY OF NEW ORLEANS COUNCILMEMBER-AT-LARGE	1300 PERDIDO STREET ROOM 2W50	NEW ORLEANS, LA 70112
MS. STACEY HEAD	CITY OF NEW ORLEANS COUNCILMEMBER-AT-LARGE	1300 PERDIDO STREET ROOM 2W40	NEW ORLEANS, LA 70112
MS. DIANA BAJOIE	CITY OF NEW ORLEANS COUNCILMEMBER, DISTRICT B	1300 PERDIDO STREET ROOM 2W10	NEW ORLEANS, LA 70112
MR. KURT WEIGLE	DOWNTOWN DEVELOPMENT DISTRICT, EXECUTIVE DIRECTOR	201 ST. CHARLES AVE., Ste. 3912	NEW ORLEANS, LA 70170
MS. ANN MAC DONALD	DEPT. OF PARKS AND PARKWAYS	2829 GENTILLY BOULEVARD	NEW ORLEANS, LA 70122
MR. MARLIN GUSSMAN	ORLEANS PARISH CRIMINAL SHERIFF	8195 BROAD STREET	NEW ORLEANS, LA 70119
MR. DARRYL C. KILBERT, SUPERINTENDENT	ORLEANS PARISH SCHOOL BOARD	3520 GENERAL DEGAULLE DRIVE SUITE 5055	NEW ORLEANS, LA 70114
PAT TRAINOR	ORLEANS PARISH FLOODPLAIN ADMINISTRATOR	1300 PERDIDO STREET ROOM 7E05, CITY HALL	NEW ORLEANS, LA 70112
HONORABLE WALTER “WALT” LEGER III	LA HOUSE OF REPRESENTATIVES (DISTRICT 91)	600 CARONDELET STREET 9TH FLOOR	NEW ORLEANS, LA 70130
HONORABLE HELENA MORENO	LA HOUSE OF REPRESENTATIVES (DISTRICT 93)	643 MAGAZINE STREET SUITE 302	NEW ORLEANS, LA 70130
HONORABLE NICHOLAS LORUSSO	LA HOUSE OF REPRESENTATIVES (DISTRICT 94)	3535 CANAL STREET SUITE 103	NEW ORLEANS, LA 70119
HONORABLE JARED C. BROSSETT	LA HOUSE OF REPRESENTATIVES (DISTRICT 97)	6305 ELYSIAN FIELDS AVE SUITE 404	NEW ORLEANS, LA 70122
HONORABLE NEIL ABRAMSON	LA HOUSE OF REPRESENTATIVES (DISTRICT 98)	365 CANAL STREET SUITE 2720	NEW ORLEANS, LA 70130
HONORABLE WESLEY T. BISHOP	LA HOUSE OF REPRESENTATIVES (DISTRICT 99)	7240 CROWDER BLVD. SUITE 402	NEW ORLEANS, LA 70127
HONORABLE AUSTIN J. BADON, JR	LA HOUSE OF REPRESENTATIVES (DISTRICT 100)	5555 BULLARD AVENUE SUITE 101	NEW ORLEANS, LA 70128
HONORABLE JEFFERY “JEFF” J. ARNOLD	LA HOUSE OF REPRESENTATIVES (DISTRICT 102)	3520 GENERAL DEGAULLE SUITE 3071	NEW ORLEANS, LA 70114
HONORABLE RAYMOND E. GAROFALO, JR	LA HOUSE OF REPRESENTATIVES (DISTRICT 103)	9000 W ST. BERNARD HWY. SUITE 40	CHALMETTE, LA 70043
HONORABLE A.G. CROWE	SENATE OF LOUISIANA (DISTRICT 1)	195 STRAWBERRY STREET	SLIDELL, LA 70460
HONORABLE JEAN-PAUL MORRELL	SENATE OF LOUISIANA (DISTRICT 3)	6305 ELYSIAN FIELDS AVENUE SUITE 404	NEW ORLEANS, LA 70122
HONORABLE EDWIN R. MURRAY	SENATE OF LOUISIANA (DISTRICT 4)	1540 N BROAD STREET	NEW ORLEANS, LA 70119
HONORABLE KAREN CARTER PETERSON	SENATE OF LOUISIANA (DISTRICT 5)	1010 COMMON STREET SUITE 2510	NEW ORLEANS, LA 70112
HONORABLE DAVID HEITMEIER	SENATE OF LOUISIANA (DISTRICT 7)	3501 HOLIDAY DRIVE SUITE 2225	NEW ORLEANS, LA 70114
HONORABLE CONRAD APPEL	SENATE OF LOUISIANA (DISTRICT 9)	721 PAPWORTH AVENUE SUITE 102A	METAIRIE, LA 70005
MR. MARK FORD, DIRECTOR	LA OFFICE OF INDIAN AFFAIRS	150 N. THIRD STREET	BATON ROUGE, LA 70802
CAPTAIN CARL SAIZAN	LA STATE POLICE TROOP B	2101 I-10 SERVICE ROAD	KENNER, LA 70065
MS. BETH DIXON	LA DEPT. OF ENVIRONMENTAL QUALITY, UST DIVISION	602 N. FIFTH STREET	BATON ROUGE, LA 70802
MS. PAM BREAUX, SHPO	LA OFFICE OF CULTURE, RECREATION AND TOURISM, DIVISION OF HISTORIC PRESERVATION AND DIVISION OF ARCHAEOLOGY	1051 NORTH 3rd STREET	BATON ROUGE, LA 70802
MR. DON HUTCHINSON	LA DEPT. ECONOMIC DEVELOPMENT, OFFICE OF BUSINESS DEVELOPMENT	1051 NORTH 3rd STREET	BATON ROUGE, LA 70802 52
MR. BRADLEY SPICER	LA DEPT. OF AGRICULTURE & FORESTRY, OFFICE OF SOIL/WATER CONSERV	5825 FLORIDA BLVD	BATON ROUGE, LA 70806-42
MR. JOHN LEBLANC	LA DEPT. OF PUBLIC SAFETY, HIGHWAY SAFETY COMMISSION	7919 INDEPENDENCE BOULEVARD, SUITE 2100	BATON ROUGE, LA 70806
MS. AMITY BASS	LA DEPT. OF WILDLIFE & FISHERIES NATURAL HERITAGE PROGRAM	2000 QUAIL DRIVE	BATON ROUGE, LA 70808
MS. BETH DIXON	LA DEPT OF ENVIRONMENTAL QUALITY OFFICE OF THE	602 NORTH 5th STREET	BATON ROUGE, LA 70802
MR. JAMES H. WELSH, COMMISSIONER	LA DEPT. OF NATURAL RESOURCES OFFICE OF CONSERVATION	617 N 3RD STREET, 9th FLOOR	BATON ROUGE, LA 70802
MR. CHARLES ST. ROMAIN	LA STATE LAND OFFICE DIVISION OF ADMINISTRATION	P.O. BOX 44124	BATON ROUGE, LA 70804
MR. BARRY DUSSER, DIRECTOR	LA STATE PLANNING OFFICE	1051 NORTH 3rd STREET CAPITOL ANNEX BLDG. 2ND FLOOR	BATON ROUGE, LA 70802

MR. JAKE CAUSEY	LA DEPT. OF HEALTH & HOSPITALS, DIVISON OF ENVIRONMENTAL HEALTH	628 NORTH 4th STREET	BATON ROUGE, LA 70802
MS. PAMELA L. MILLER, CFM	LADOTD FLOODPLAIN MANAGEMENT PGM	8900 JIMMY WEDELL	BATON ROUGE, LA 70807
MS. RUTH JOHNSON	LA OFFICE OF MANAGEMENT & FINANCE	P.O. BOX 3776	BATON ROUGE, LA 70821
MS. DEBBIE HUSSER	LA GOOD ROADS ASSOCIATION	666 NORTH ST	BATON ROUGE, LA 70802
MR. DARRYL MALEK-WYLIE	SIERRA CLUB / DELTA CHAPTER	716 ADAMS STREET	NEW ORLEANS, LA 70118
MR. JAMES CALDWELL	LA STATE ATTORNEY GENERAL, ENVIRONMENTAL OUTREACH DIVISION	1885 NORTH 3rd STREET	BATON ROUGE, LA 70802
MS. KAREN OBERLIES	USACE NOD REGULATORY BRANCH	7400 LEAKE AVE.	NEW ORLEANS, LA 70118
HONORABLE STEVE SCALISE	US HOUSE OF REPRESENTATIVES (DISTRICT 1)	110 VETERANS BLVD., SUITE 500	METAIRIE, LA 70005
HONORABLE CEDRIC RICHMOND	US HOUSE OF REPRESENTATIVES (DISTRICT 2)	2021 LAKESHORE DRIVE, SUITE 309	NEW ORLEANS, LA 70122
SENATOR MARY LANDRIEU	UNITED STATES SENATE	500 POYDRAS STREET, SUITE 1005	NEW ORLEANS, LA 70130
SENATOR DAVID VITTER	UNITED STATES SENATE	2800 VETERANS MEMORIAL BLVD., SUITE 201	METAIRIE, LA 70002
MR. WILLIE TAYLOR, DIRECTOR AND MS. MARY BLANCHARD, DEPUTY DIRECTOR	US DEPT. OF THE INTERIOR, OFFICE OF ENVIRONMENTAL POLICY & COMPLIANCE	1849 C STREET NW MS 2462	WASHINGTON, DC 20240
MS. TINA POWELL, FIELD ENVIRONMENTAL OFFICER	US DEPT. OF HOUSING & URBAN DEV	501 MAGAZINE STREET, 9th FLOOR HALE BOGGS BI	NEW ORLEANS, LA 70130-30
MR. CHARLES DEMAS	US DEPT. OF THE INTERIOR GEOLOGICAL SURVEY	3535 SOUTH SHERWOOD FOREST, SUITE 120	BATON ROUGE, LA 70816
MR. JAMES F. BOGGS	US FISH & WILDLIFE SERVICE, LAFAYETTE ECOLOGICAL SERVICE FIELD OFFICE	646 CAJUNDOME BLVD, SUITE 400	LAFAYETTE, LA 70506
MR. KEVIN NORTON	US DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONS SERVICE	3737 GOVERNMENT ST	ALEXANDRIA, LA 71302
MR. PEDRO GARZA, REGIONAL DIRECTOR	US DEPT. OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION	504 LAVACA STREET, SUITE 1100	AUSTIN, TX 78701-2858
MR. GREG SOLVEY	FEMA REGION VI	800 NORTH LOOP 288	DENTON, TX 76201
MR. MICHAEL BECHDOL	US ENVIRONMENTAL PROTECTION AGENCY, REGION 6	1445 ROSS AVE - 6 ENXP	DALLAS, TX 75202-2733
SHEILA H. PERINE	US DEPT. OF HOUSING AND URBAN DEVELOPMENT, REGION VI ENVIRONMENTAL OFFICER	500 POYDRAS STREET HALE BOGGS BLDG. 9TH FL	NEW ORLEANS, LA 70130
MS. KIMBERLY S. WALDEN	CHITIMACHA TRIBE OF LOUISIANA	155 CHITIMACHA LOOP ROAD	CHARENTON, LA 70523
ALABAMA COUSHATTA TRIBE OF TX		571 STATE PARK ST. 65	LIVINGSTON, TX 77351
MR. IAN THOMPSON PHD, RPA	CHOCTAW NATION OF OKLAHOMA	P.O. BOX 1210	DURANT, OK 74702-1210
MR. KEVIN BILLIOT, DIRECTOR	INTER-TRIBAL COUNCIL OF LA, INC	8281 GOODWOOD BLVD. SUITE I-2	BATON ROUGE, LA 70808
Mr. Ron Gardner, Vice Chancellor	LSU Health Sciences Center	433 Bolivar Street	New Orleans, LA 70112
Mr. James McNamara, Chairman	New Orleans Bioscience Economic Development Dist.	1527 Harmony Street	New Orleans, LA 70115
Mr. William Detwillier, Veterans Liason	VA Medical Center	321 Veterans Blvd., Suite 205	Metairie, LA 70005
Ms. Liz Failla	VA Medical Center	P. O. Box 61011	New Orleans, LA 70161
Mr. Donald Ours, CM	St. Joseph's Church Pastor	1802 Tulane Avenue	New Orleans, LA 70112
Ms. Collette Creppell	Tulane University Director of Campus Planning	1315 Broadway Street	New Orleans, LA 70118
Ms. Abby Johnson	Unity of Greater New Orleans	2475 Canal Street, Suite 300	New Orleans, LA 70119
Ms. Adrian Rodriguez	LA Cancer Research Consortium Capitol Projects Manager	1615 Poydras St., Suite 1000	New Orleans, LA 70112
Ms. Jill Domingo	Joe's Lawn Mower Shop Manager	2501 Tulane Avenue	New Orleans, LA 70119
Mr. Louis Costa	AECOM/GNOBEDD	1555 Poydras St., Suite 1860	New Orleans, LA 70112
Mr. Chris Papamichael	Domain Companies	900 South Peters St., Loft 1	New Orleans, LA 70130
Ms. Jennifer Farwell	Mid-City Neighborhood Association President	P.O. Box 791023	New Orleans, LA 70179

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302
(318) 473-7751
Fax: (318) 473-7626

July 7, 2012

Tom Hunter
URS Corporation
3500 N. Causeway Blve., Suite 900
Metairie, Louisiana 70002

RE: US 61 - Tulane Avenue, Orleans Parish, LA

Dear Mr. Hunter:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map submitted with your request indicates that the proposed construction areas are within urban areas and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location:

http://websoilsurvey.nrcs.usda.gov/

Please direct all future correspondence to me at the address shown above.

Respectfully,

Sarah Hagmaier

Kevin D. Norton
State Conservationist

ACTING FOR

The American Legion

321 ~~1555~~ VETERANS MEMORIAL BLVD., SUITE ~~222~~ 205 ★ METAIRIE, LOUISIANA 70005 ★ (504) 834-1700 ★ FAX (504) 834-1727 ★

THE OFFICE OF
WILLIAM M. DETWEILER
PAST NATIONAL COMMANDER

July 11, 2012

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Blvd. Suite 900
Metairie, LA 70002

RE: RPC Project No. US 61 Ev1
State Project No. H.0044730
Federal Aid Project No. 3606(502)
Stage 1 - Environmental Assessment
US 61 (Tulane Avenue)
Orleans Parish, Louisiana

Dear Mr. Hunter:

I am pleased to respond to the request for Solicitation of Views contained in the letter of July 2, 2012 from Walter Brooks, Executive Director, RPC, as to the captioned project.

When Tulane Avenue was improved, widened and re-lighted many years ago, it was hailed as a great improvement to one of the city's most important corridors. However over the years, and in particular as a result of the devastation in the wake of Hurricane Katrina, the Tulane Avenue corridor is over due for improvement.

I believe that the improvements envisioned and discussed in the "Project Description" included in the letter of July 2, 2012, referenced above, are necessary and will greatly support and aid the various projects that are currently underway along Tulane Avenue.

Widening the traffic lanes, providing dedicated turning lanes, and making the street more "pedestrian and bike" friendly, will enhance travel to and from, as well as around, the area of the new Veterans and University Hospitals, as well as other medical support facilities in the Bio Sciences District.

One of the strongest arguments that we had and made to convince Congress to support and fund the new Southeast Louisiana Veterans Health Care System in downtown New Orleans was the accessability of the site to every form of transportation - bus, street car, automobile, taxi, as well as rail.

I would suggest that the concepts contained in the proposed plan will greatly improve the corridor and be of great benefit to the businesses, medical facilities, and residences that front on Tulane Avenue and the surrounding area.

If I can be of further assistance, please do not hesitate to call upon me.

With best regards, I remain,

Very truly yours,

WILLIAM M. DETWEILER, J.D.

WMD/s

cc: Walter Brooks, Executive Director
Regional Planning Commission

RECEIVED
JUL 05 2012
FISH & WLDL. SERV
LAFAYETTE, LA.

July 2, 2012

MR. JAMES F. BOGGS
646 CAJUNDOME BLVD, SUITE 400
LAFAYETTE, LA 70506

Subject: RPC Project No. US 61 Ev1
State Project No. H.004730
Federal Aid Project No. 3606(502)
Stage 1 - Environmental Assessment:
US 61 (Tulane Avenue)
Orleans Parish, Louisiana

Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes and the Louisiana Department of Transportation and Development (LADOTD) with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

The US 61 (Tulane Avenue) corridor is located in New Orleans, Louisiana in Orleans Parish. The project begins at the intersection of Tulane Avenue and S. Carrollton Avenue (29°58'8.50"N and 90° 6'23.26"W) and ends at Tulane Avenue and S. Claiborne Avenue (29°57'24.72"N and 90° 4'47.39"W). The Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The purpose of the corridor improvements is to improve system linkage and mobility, improve safety, address operational deficiencies, and improve modal interrelationships. More detailed information about the project is located in the attached Project Description and Solicitation of Views Map.

In addition to your comments on the project in general, we respectfully request your comments on the preliminary purpose and need, preliminary alternatives taken from the Stage 0 Report, and public and agency coordination. This information will be helpful in the development of the Environmental Assessment for this proposed project.

The methodology anticipated to be used to screen alternatives for this proposed project will include the use of readily available GIS information, aerial photographs, and/or site visits. Impacts and benefits will be identified and weighed to focus on a preferred alternative. Analyses will include cultural resources, community facilities, environmental justice, business and residential relocations if appropriate, noise, air, and contamination concerns, as well as any other environmental concerns. More detailed analyses on the impacts of the proposed project will be performed on the refined alternatives so that

impacts associated with construction of the project can be identified and coordination carried out as needed.

It is requested that you review the attached information and furnish us with your views and comments by **August 1, 2012**. Replies should be addressed to:

Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Please reference the State Project Number (H.004730) in your reply.

Sincerely,

Walter Brooks

Walter Brooks
Executive Director, Regional Planning Commission

Enclosures

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,
(✓) Will have no effect on those resources
( ) Is not likely to adversely affect those resources.
This finding fulfills the requirements under Section 7(a)(2) of the Act.

July 12, 2012

Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

Date

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date	July 6, 2012
Name	Tom Hunter
Company	URS Corporation
Street Address	3500 N. Causeway Blvd, Suite 900
City, State, Zip	Metarie, LA 70002
Project	State Project No. H.004730 US 61 (Tulane Ave)
Project ID	
Invoice Number	12070614

Personnel of the Habitat Section of the Coastal & Non-Game Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

for Amity Bass, Coordinator
Natural Heritage Program

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

July 6, 2012

Mr. Walter Brooks
Executive Director
Regional Planning Committee
URS Corporation
35000 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Dear Mr. Brooks:

We have received your July 2, 2012, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Corridor Improvements
US 61 (Tulane Avenue)
RPC P No. US61 EV1
SP No. H.0004730
Orleans Parish
New Orleans, Louisiana

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence. To view a map of the Sole Source Aquifer delineation(s) for your state go to the following website. http://www.epa.gov/region6/water/swp/ssa/maps.htm

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ
Noel Ardoin, LDOTD

JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

July 16, 2012

Walter Brooks, Executive Director
Regional Planning Commission
Attn: Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Re: Section 106 Review
Requested Additional Information
RPC Project No. US 61 Ev1
Proposed US 61 (Tulane Avenue) Improvements
New Orleans, Orleans Parish, LA

Dear Mr. Brooks:

Thank you for your letter of July 2, 2012, concerning the above-referenced undertaking. We are unable to complete the Section 106 review at this time due to the submittal of insufficient documentation as required by the Section 106 Regulations (36 CFR 800). We will need the following information to complete our review for the aforementioned project:

☒ Name of federal agency, agency involvement (Funding, license\permit, etc. and description of the undertaking (Detailed description of project).

☒ Applicant contact information (Name, address, phone number and email address).

☒ Description of the Area of Potential Effects (APE). The APE can be direct or indirect. It is defined as "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist." (Include the latitude\longitude of the undertaking location and APE)

☒ Description of all historic properties within and adjacent to the APE. The historic standing structure is any structure fifty years of age and older. Under Section 106, it is the responsibility of the federal agency or its designee to identify all structures listed or eligible for listing in the National Register of Historic Places

☒ Detailed project scope of work including design plans.

☒ Map and site plan showing APE and exact location of project undertaking.

☒ Photographs of the entire APE and project location. Photographs of all historic structures (fifty years of age and older) within the APE. Buildings should be documented showing diagonal views of front and side and rear and opposite side of the building. All photos should be keyed to a site map and project plans if applicable.

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596 or mvarnado@crt.la.gov.

Sincerely,

Pam Breaux

Pam Breaux
State Historic Preservation Officer

PB:MV:s

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF

JUL 26 2012

Operations Division
Operations Manager,
Completed Works

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Hunter:

This is in response to the Solicitation of Views request dated July 2, 2012, concerning the stage 1 Environmental Assessment for US 61 (Tulane Avenue), at New Orleans, Louisiana, in Orleans Parish.

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Based on review of recent maps, aerial photography, soils data, and the information supplied with your request, we have determined that this property is not in a wetland subject to Corps' of Engineers jurisdiction. A Department of the Army permit under Section 404 of the Clean Water Act will not be required for the deposition or redistribution of dredged or fill material on this site.

Please be advised that this property is in the Louisiana Coastal Zone. For additional information regarding coastal use permit requirements, contact Ms. Christine Charrier, Coastal Management Division, Louisiana Department of Natural Resources at (225) 342 7953.

You are advised that this approved jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision prior to the expiration date or the District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Michael Farabee by telephone at (504) 862-2292 or by e-mail at Michael.V.Farabee@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN-2012-01740-SZ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Karen L. Clement

Karen L. Clement
Solicitation of Views Manager

Copy Furnished:

Ms. Christine Charrier
Coastal Zone Management
Department of Natural Resources
Post Office Box 44487
Baton Rouge, Louisiana 70804-4487

Department of Children & Family Services
Building a Stronger Louisiana

Undersecretary
Division of Management and Finance
627 North 4th Street
Baton Rouge, LA 70802

(O) 225.342.0805
(F) 225.342.8636
www.dcfs.la.gov

Bobby Jindal, Governor
Suzy Sonnier, Secretary

July 26, 2012

Mr. Tom Hunter
URS Corporation
3500 North Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Re: Solicitation of Views
State Project # H007430
US 61 - Tulane Avenue
Orleans Parish

Dear Mr. Hunter:

The Department of Children and Family Services has reviewed the proposed project information supplied in the parish of Orleans Solicitation of Views. We have determined that the project will not adversely impact the operations of our agency or the delivery of services to our consumers who reside in the affected area.

We offer no objection to this undertaking and look forward to its successfully completion.

Sincerely,

Richard Howze
Undersecretary

RH: sg

CITY OF NEW ORLEANS
DEPARTMENT OF PARKS AND PARKWAYS

MITCHELL J. LANDRIEU
MAYOR

ANN E. MACDONALD
DIRECTOR

July 31, 2012

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

Re: RPC Project No. US 61 Ev 1
State Project No. H.004730
Federal Aid Project No. 3606(502)
Stage 1 - Environmental Assessment:
US 61 (Tulane Avenue)
Orleans Parish, Louisiana

Dear Mr. Hunter:

The Department of Parks and Parkways is the steward of the City's neutral grounds and many parks. In this role, we support the enhancement of Tulane Avenue. We understand the Stage 1 Environmental Assessment to be for the Minimum Reconstruction Alternative and Total Reconstruction Alternative outlined in the Stage 0 Feasibility Report.

This project will serve to greatly improve the character of Tulane Avenue. The upcoming hospital complexes have poised the Avenue to once again become a major route linking downtown to the suburbs. The hospital construction has also spurred major housing development along the corridor. This has increased the density of population and changed the type and flow of traffic. The reconfigurations proposed in the package will allow for better flow of pedestrians, bicycles and automobiles and encourage small business development to better service this revitalized neighborhood. The proposed enhancements will change the feel and function of Tulane Avenue from a thoroughfare to a gracious entry to the city while still accommodating the needs of both the high-traffic hospitals and residential character of the area.

In addition to the benefits outlined above, it is also important to note that both alternatives include the widening of the current median of 5 feet to 16 feet. This proposal provides additional environmental benefits to the corridor. Not only does it provide a place for pedestrian refuge but it also creates a greater permeable surface, following BMPs for reducing storm water runoff. The widened medians also reduce the amount of reflective surface and shade provided by new trees will reduce the heat island effect.

This letter shall serve as the Department of Parks and Parkways support for the proposed project.

Sincerely,

Ann E Macdonald

Ann E. Macdonald, Director

2829 Gentilly Blvd.| New Orleans, Louisiana | 70122
Phone 504.658.3200 | Fax 504.658.3227

DOWNTOWN DEVELOPMENT DISTRICT NEW ORLEANS

July 31, 2012

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Blvd, Suite 900
Metairie, Louisiana 70002

Re: Solicitation of Views - State Project # H. 004730 – US 61 (Tulane Ave) Improvements

Dear Mr. Hunter:

The Downtown Development District of New Orleans (DDD) appreciates the opportunity to respond to the request by the Regional Planning Commission (RPC) for Solicitation of Views regarding improvements to US Highway 61 (Tulane Ave). After considering the two alternatives presented, the DDD recommends Alternative 1; which is to reduce the corridor to 4 lanes and to do minimum reconstruction that retains the existing curb and sidewalk.

The DDD believes that a very important consideration regarding the proposed improvements is to allow left turns in a safe manner for both vehicles and pedestrians while not impeding the follow of traffic. Allowing left turns to access the neighborhoods to either side of the street allows them to be better integrated with (and not cut off from) this major thoroughfare.

While both alternatives accomplish this objective, Alternative 1 does so without reducing the width of the sidewalk for pedestrian use. Maintaining this width, and improving the streetscape with landscaping and lighting improves the walkability of the street and hence its connection to downtown. This is also very important, especially when considering the increased pedestrian use of the street that will result from the location of the VA Hospital and University Medical Center in this corridor. The minor loss in width of the parking, bike and vehicle lanes is negligible when considering the overall benefits of Alternative 1.

Finally, the DDD believes that the No Action Alternative is not a real option; especially when considering the $1.2 Billion Dollar State and federal investment in the hospitals and the RPC's stated purposes of improving system linkages & modal interrelationships and decreasing operational deficiencies.

For any questions, do not hesitate to contact me at the address or phone number below or by email to kweigle@downtownnola.com.

Sincerely,

Kurt M. Weigle
President & CEO

Cc Henry Charlot

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
225-379-3005

BOBBY JINDAL
GOVERNOR

SHERRI LEBAS
SECRETARY

August 2, 2012

RPC PROJECT NO.: US 61 EV1
STATE PROJECT NO.: H.004730
FEDERAL AID PROJECT NO.: 3606(502)
STAGE 1 – ENVIRONMENTAL ASSESSMENT
NAME: US 61 (TULANE AVENUE)
PARISH: ORLEANS

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

RECEIVED
AUG 08 2012
BY:

Subject: Solicitation of Views

Dear Mr. Hunter:

Enclosed is a copy of the Flood Insurance Rate Maps (FIRM) for Orleans Parish indicating the proposed project area.

During the construction, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must be given to the responsibility for cleaning debris and keeping the surrounding area clear so as not to interfere with its function.

In order to assure compliance with Orleans Parish requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for Orleans Parish. The contact person is: Mr. Patrick Trainor, 1300 Perdido Street, 7E05, New Orleans, LA, 70112, and telephone no. (504)658-7200.

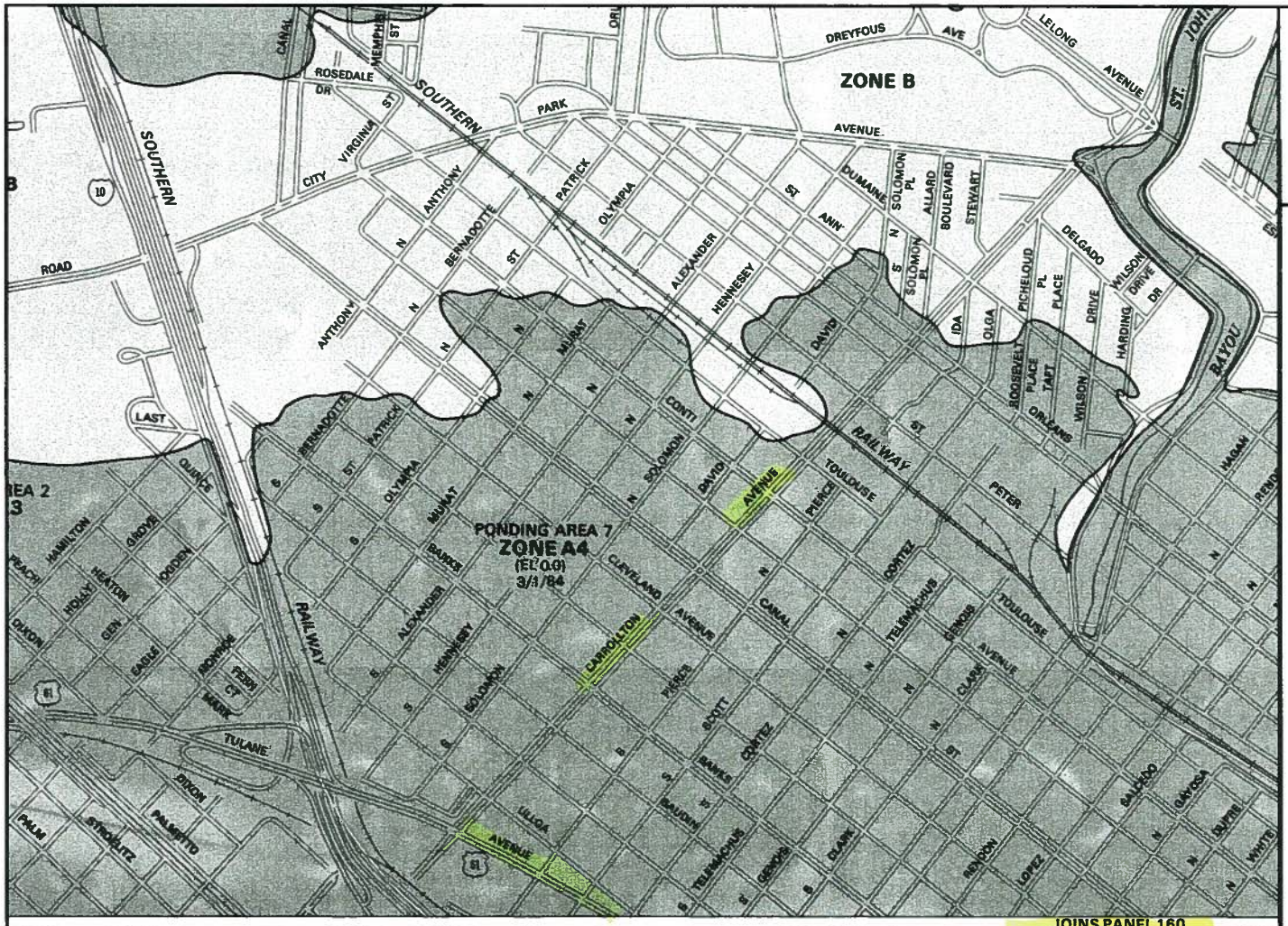
We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,

Susan Veillon

Susan Veillon, CFM
Floodplain Management Program Coordinator

pc: Mr. Patrick Trainor



APPROXIMATE SCALE
1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
NEW ORLEANS AND ORLEANS PARISH, LOUISIANA

PANEL 95 OF 185
(SEE MAP INDEX FOR PANELS NOT PRINTED)

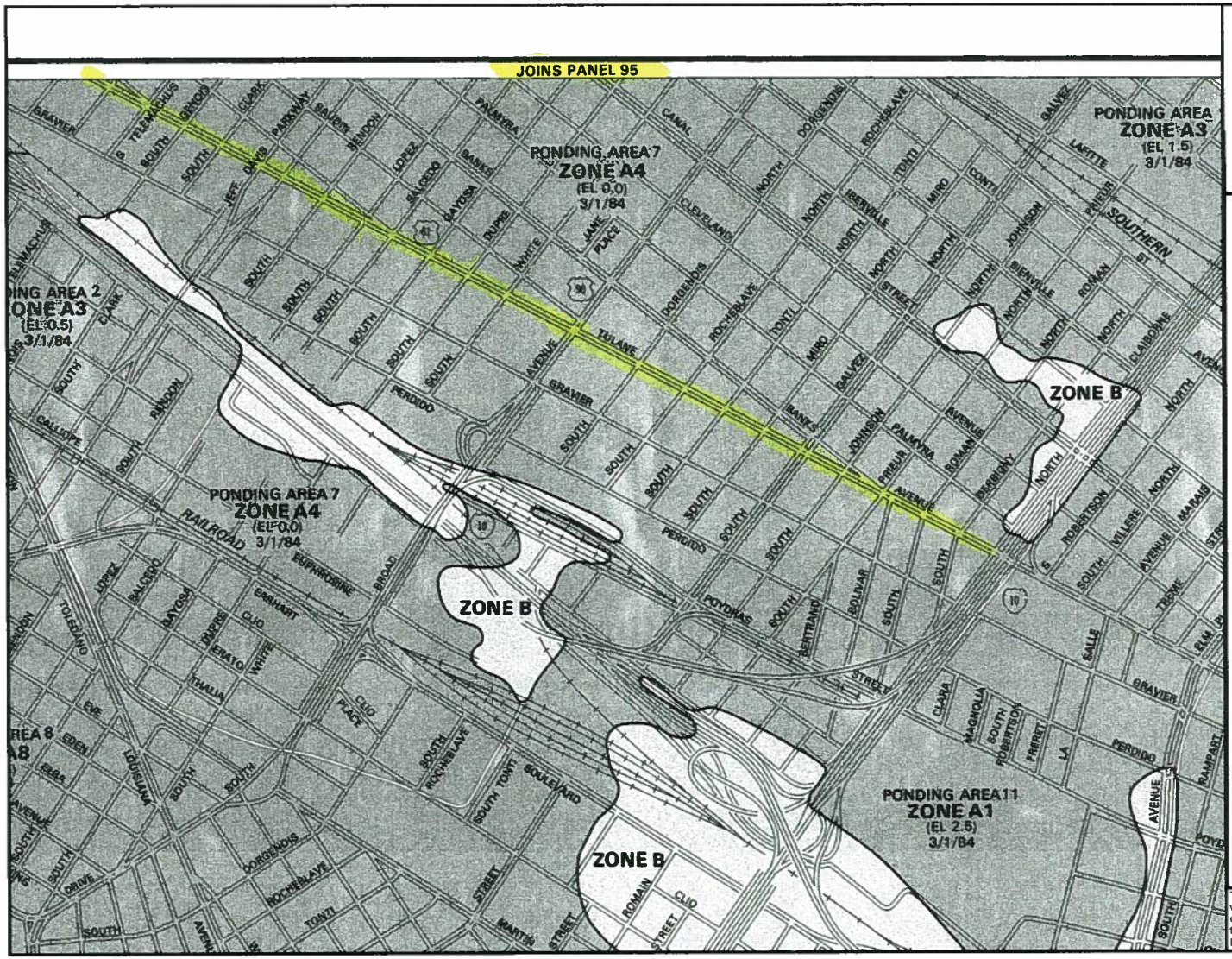
COMMUNITY-PANEL NUMBER
225203 0095 E

MAP REVISED:
MARCH 1, 1984

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

MAP 1 of 2



APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
NEW ORLEANS AND
ORLEANS PARISH,
LOUISIANA

PANEL 160 OF 185
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225203 0160 E

MAP REVISED:
MARCH 1, 1984

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Map 2 of 2

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

SCOTT A. ANGELLE
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

August 7, 2012

TO: Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

RE: Solicitation of Views
RPC Project No. US 61 Ev1
State Project No. H.004730
Federal Aid Project No. 3606(502)
Stage 1 – Environmental Assessment:
US 61 (Tulane Avenue)
Orleans Parish, Louisiana

Dear Mr. Hunter:

In response to Mr. Walter Brooks' letter dated July 2, 2012, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

http://www.dnr.louisiana.gov

A review of our computer records for the referenced project area indicates no oil, gas or injection wells located within or adjacent to the proposed project area. However, the DNR water well database indicates the possibility that there are registered water wells located in the vicinity of the project area. Additionally, there may be unregistered water wells in the area.

The Office of Conservation maintains records of all activities within its jurisdiction in paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

Division	Contact	Phone No.	E-mail Address
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Laurence Bland	225-342-5515	laurence.bland@la.gov
Geological	Mike Kline	225-342-3335	mike.kline@la.gov
Environmental	Gary Snellgrove	225-342-7222	gary.snellgrove@la.gov

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting Help on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,

James H. Welsh
Commissioner of Conservation

JHW:MBK

Bobby Jindal
GOVERNOR

Bruce D. Greenstein
SECRETARY

State of Louisiana

Department of Health and Hospitals
Office of Public Health

August 13, 2012

RECEIVED
AUG 14 2012
BY:

Tom Hunter
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

Re: State Project H.004730: Stage 1 – Environmental assessment: US 61, Orleans Parish, Louisiana.

This office is in receipt of a Solicitation of View regarding the above referenced project(s).

Based upon the information received from your office we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comment on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office's preliminary determination on this Solicitation of View of the project(s) shall not be construed as absolving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Respectfully,

Johan Forsman
Geologist
Louisiana Department of Health and Hospitals, Office of Public Health
Center for Environmental Health Services
Telephone: (225) 342-7309
Electronic mail: johan.forsman@la.gov

Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle
Chief

Gary Batton
Assistant Chief

August 23, 2012

Tom Hunter
URS Corporation
3500 N. Causeway Blvd, Suite 900
Metairie, LA 70002

RE: State Project No. H.004730, Stage 1-EA, US 61 (Tulane Avenue), Orleans Parish, Louisiana.

Dear Mr. Hunter,

Thank you for your correspondence regarding the above referenced project. The project is located within the historic area of interest to the Choctaw Nation of Oklahoma. Please include us in future consultation for NHPA Section 106 consultation. Thank you for the notification. Please feel free to contact me with any further questions or concerns.

Sincerely,

Dr. Ian Thompson
Director, Historic Preservation Department
THPO, Tribal Archaeologist, NAGPRA Specialist
Choctaw Nation of Oklahoma
PO Drawer 1210
Durant, OK 74701

By: _____
Johnnie Jacobs
Section 106 Coordinator
jjacobs@choctawnation.com

JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

8 April 2013

Noel Ardoin
Environmental Engineer
Dept of Transportation and Development
PO Box 94245
Baton Rouge, LA 70804-9245

Re: Draft Report H.004730
La Division of Archaeology Report No. 22-4220
Stage I Environmental Assessment US 61 (Tulane Avenue, Orleans Parish, Louisiana)

Dear Ms. Ardoin:

We acknowledge receipt of your letter dated 14 March 2013 and two copies of the above referenced report. We have completed our review of this report and offer the following comments.

In reference to the project's visual effects on the National Register of Historic Places Mid-City Historic District, it is our understanding that the two alternatives that would be considered for the project are the Minimum Reconstruction Alternative and the No Action Alternative. According to the project scope of work, the Minimum Reconstruction Alternative would retain the existing curb and sidewalks and consist of restriping the traffic lanes for travel, bicycling, and parking and renovation of the existing sidewalks and the installation of additional ADA curb ramps. As such, we request verification that the project does not include the addition of landscaping and street furniture; i.e. street lamps, benches, signage, etc. If landscaping and street furniture are part of the project, we would need project design plans and a scope of work for both. Please address these comments to Mike Varnado in the Division of Historic Preservation by email at mvarnado@crt.la.gov or by phone at 225-319-4596.

Our office concurs that no archaeological historic properties will be impacted by this project. .

We look forward to receiving two bound copies of the final report along with a pdf of the report. If you have any questions, please contact Chip McGimsey in the Division of Archaeology by email at cmcgimsey@crt.la.gov or by phone at 225-219-4598.

Sincerely,

Pam Breaux

Pam Breaux
State Historic Preservation Office

PB:crm

JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

April 26, 2013

Noel Ardoin
Environmental Engineer Administrator
LDOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Section 106 Requested Additional Information for
H.004730 US 61 Tulane Avenue Corridor Improvements
New Orleans, Orleans Parish, LA

Dear Ms. Ardoin:

Receipt is acknowledged for Carey Coxe's email of April 26, 2013 transmitting additional information requested in our letter to you of April 8, 2013 for the above-referenced undertaking. We concur with your assessment that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic property.

Thank you.

Sincerely,

Pam Breaux

Pam Breaux
State Historic Preservation Officer

PB:MV:s

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY'S FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: December 17, 2013

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

December 18, 2013

Mr. Thomas E. Hunter
Certified Project Manager
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002-3563

Dear Mr. Hunter:

We have received your December 9, 2013, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Reconstruction & Corridor Improvements
US 61/Tulane Avenue
S. Carrollton Av. to S. Claiborne Av.
RPC Proj. No. US 61 Ev1
SP No. H.004730
FAP No.DE-3606(502)
Orleans Parish
New Orleans, Louisiana

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

If you did not include the parish, project description, project location or the federal funding agency, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

RECEIVED
DEC 23 2013
BY:

Sincerely yours,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF

JAN 15 2014

Operations Division
Operations Manager,
Completed Works

Mr. Thomas Hunter
URS Corporation
3500 North Causeway Boulevard, Suite 900
Metairie, Louisiana 70002-3563

Dear Mr. Hunter:

This is in response to your Solicitation of Views request dated December 9, 2013, concerning the US 61/Tulane Avenue Corridor Improvements, at New Orleans, Louisiana, in Orleans Parish (State Project No. H.004730).

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Please note that a Solicitation of Views response letter was issued for this project on July 26, 2012, account number MVN-2012-01740-SZ, copy enclosed.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Michael Farabee by telephone at (504) 862-2292 or by e-mail at Michael V.Farabee@usace.army.mil.

Sincerely,

Karen L. Clement

Karen L. Clement
Solicitation of Views Manager

Enclosure

Wilson, Christi

Subject: FW: LADOT, H.004730, US 61/Tulane Avenue Corridor improvements, Orleans Parish, LA

From: Johnnie L. Jacobs [mailto:jjacobs@choctawnation.com]
Sent: Friday, January 17, 2014 5:49 AM
To: Noel Ardoin
Subject: LADOT, H.004730, US 61/Tulane Avenue Corridor improvements, Orleans Parish, LA

Dear Noel,

Thank you for the correspondence regarding the above referenced project. The Choctaw Nation of Oklahoma is unaware of any Choctaw cultural or sacred sites located within the immediate project area. We concur that there should be no effects to any known historic properties and that work should proceed as planned. However, as the project is located in an area that is of general historic interest to the Tribe, we request that work be stopped and our office contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on the construction plans to insure contractors are aware of it. Please feel free to contact me with any further questions or concerns.

Thank you,

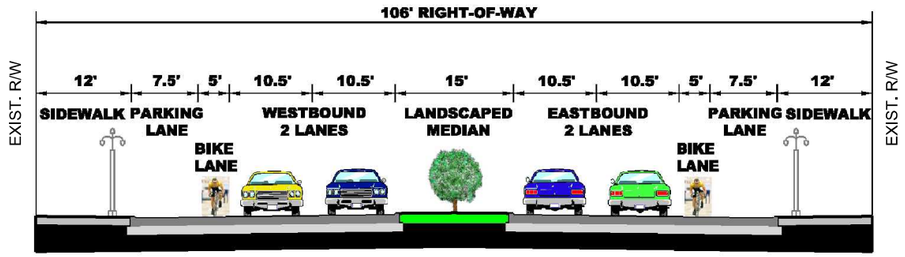
Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma
Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

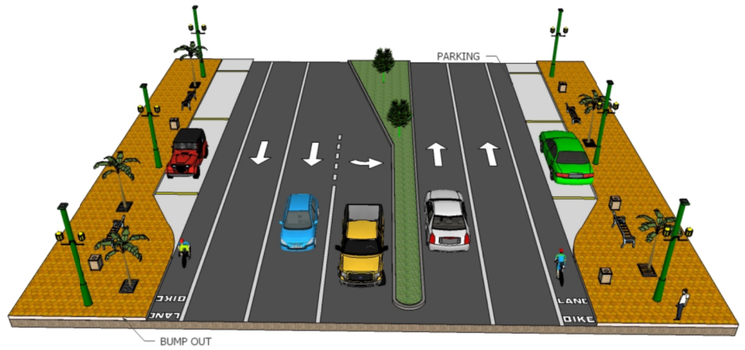
Appendix B: Map Atlas

MINIMUM RECONSTRUCTION ALTERNATIVE TYPICAL SECTION (HOLDING EXISTING CURB LINES)



NOTE: NOT TO SCALE; FOR ILLUSTRATIVE PURPOSES ONLY.

MINIMUM RECONSTRUCTION ALTERNATIVE TYPICAL SECTION 3-D VIEW



NOTE: NOT TO SCALE; FOR ILLUSTRATIVE PURPOSES ONLY.

GENERAL NOTES

1. ROADWAY IMPROVEMENTS ARE CONCEPTUAL IN-NATURE; DETAILED DESIGN WILL BE COMPLETED AT A LATER STAGE IN PROJECT DEVELOPMENT.
2. INTERSECTION IMPROVEMENTS INCLUDING SIGNALIZATION AT TULANE AVENUE AND S. ROCHEBLAVE STREET WILL BE IMPLEMENTED DURING CONSTRUCTION OF THE VA MEDICAL CENTER.
3. POTENTIAL LOCATION OF DRIVEWAY CLOSURES AND/OR CONSOLIDATION OF DRIVEWAYS IS BASED ON CURRENT PARCEL/BUILDING VACANCY. FUTURE DEVELOPMENT OF VACANT SITES MAY REQUIRE A LADOTD DRIVEWAY PERMIT.

LEGEND

DIRECTION OF TRAFFIC

BUS STOP — BUS STOP

EXISTING TRAFFIC SIGNAL

TRAFFIC SIGNAL (INTERSECTION TO BE STUDIED FOR SIGNAL)

CROSS WALK WITH STOP BAR

BIKE LANE — BIKE LANE

EXISTING BILLBOARD

FIRE HYDRANT

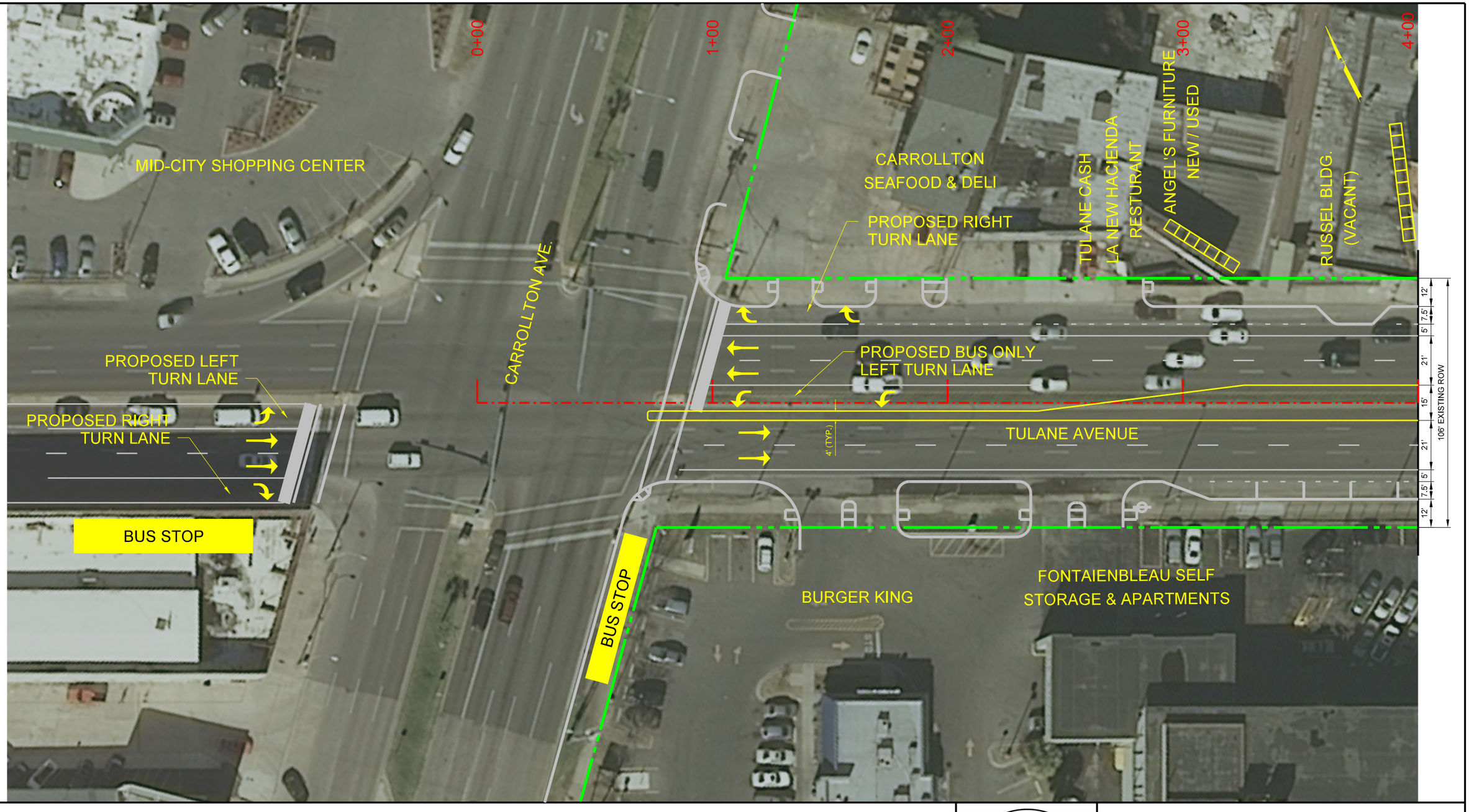
STOP SIGN

CONCEPTUAL ENGINEERING AND ENVIRONMENTAL MAP ATLAS

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF ST. TAMMANY • JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

NOTES & LEGEND



SCALE
0 20 40
SCALE: 1" = 40'

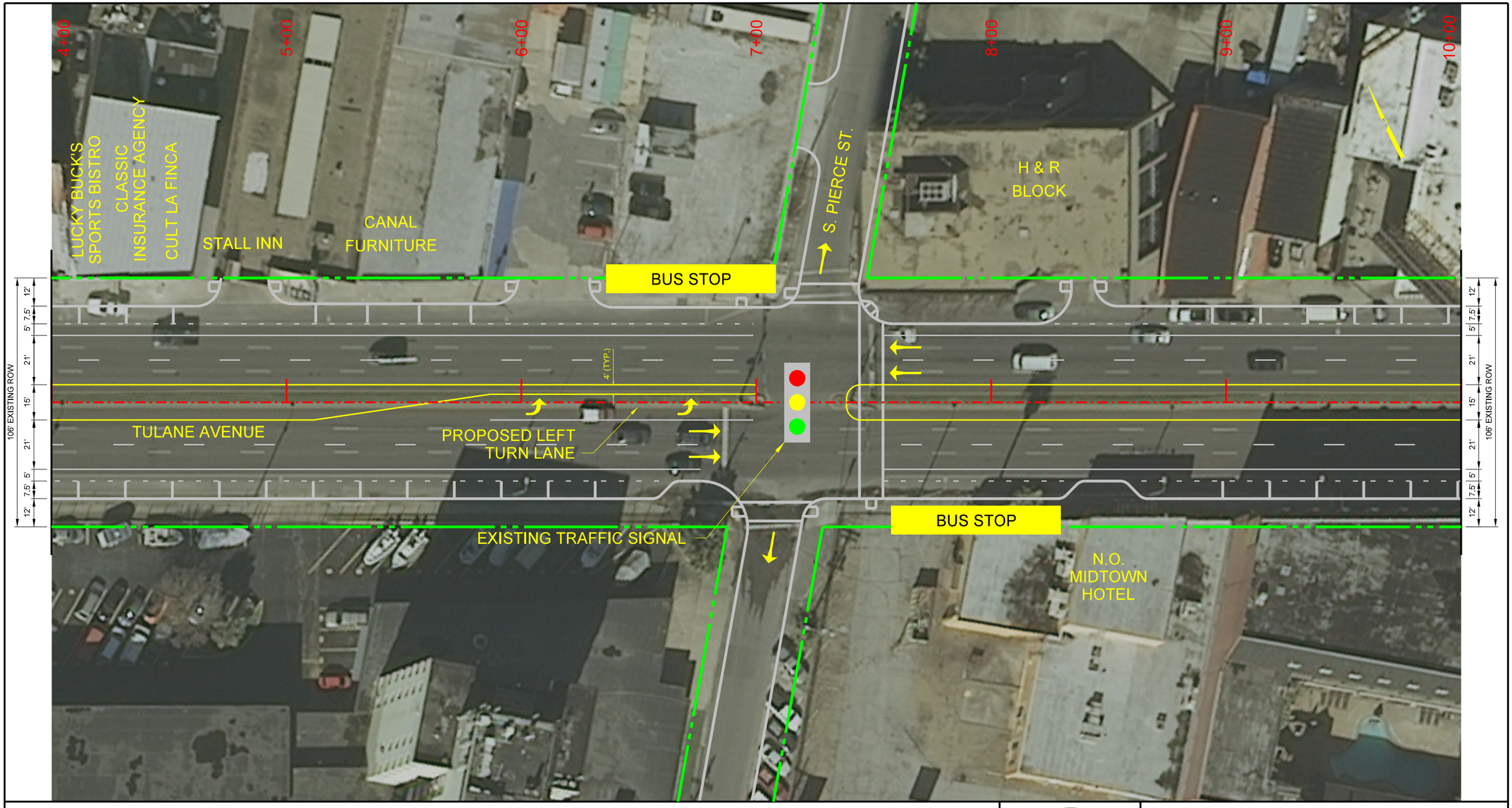
PLAN

STA. 0+00 TO STA. 4+00

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY
RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 01 OF 17



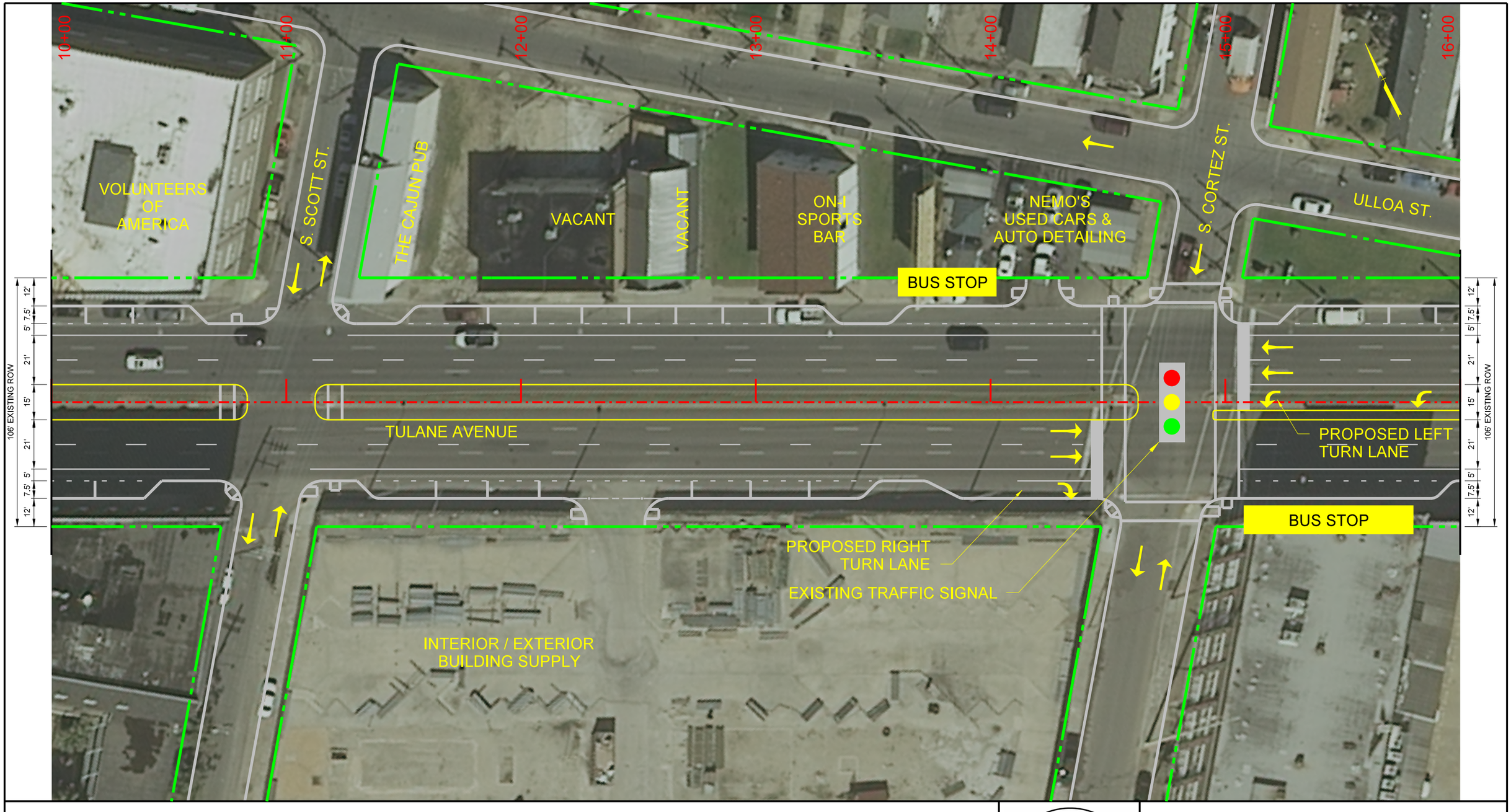
SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 4+00 TO STA. 10+00

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 02 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 10+00 TO STA. 16+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 03 OF 17

16+00
17+00
18+00
19+00
20+00
21+00
22+00
S. TELEMACHUS ST.
S. GENOIS ST.
THE TERRACES
BUS STOP
CLOSE MEDIAN OPENING
TULANE AVENUE
BIKE LANE
BUS STOP
SWEETS
INN
MOTEL
ENTERGY
106' EXISTING ROW
12'
7.5'
5'
21'
15'
21'
5'
7.5'
12'
4' (TYP.)

SCALE
0 20 40
SCALE: 1" = 40'

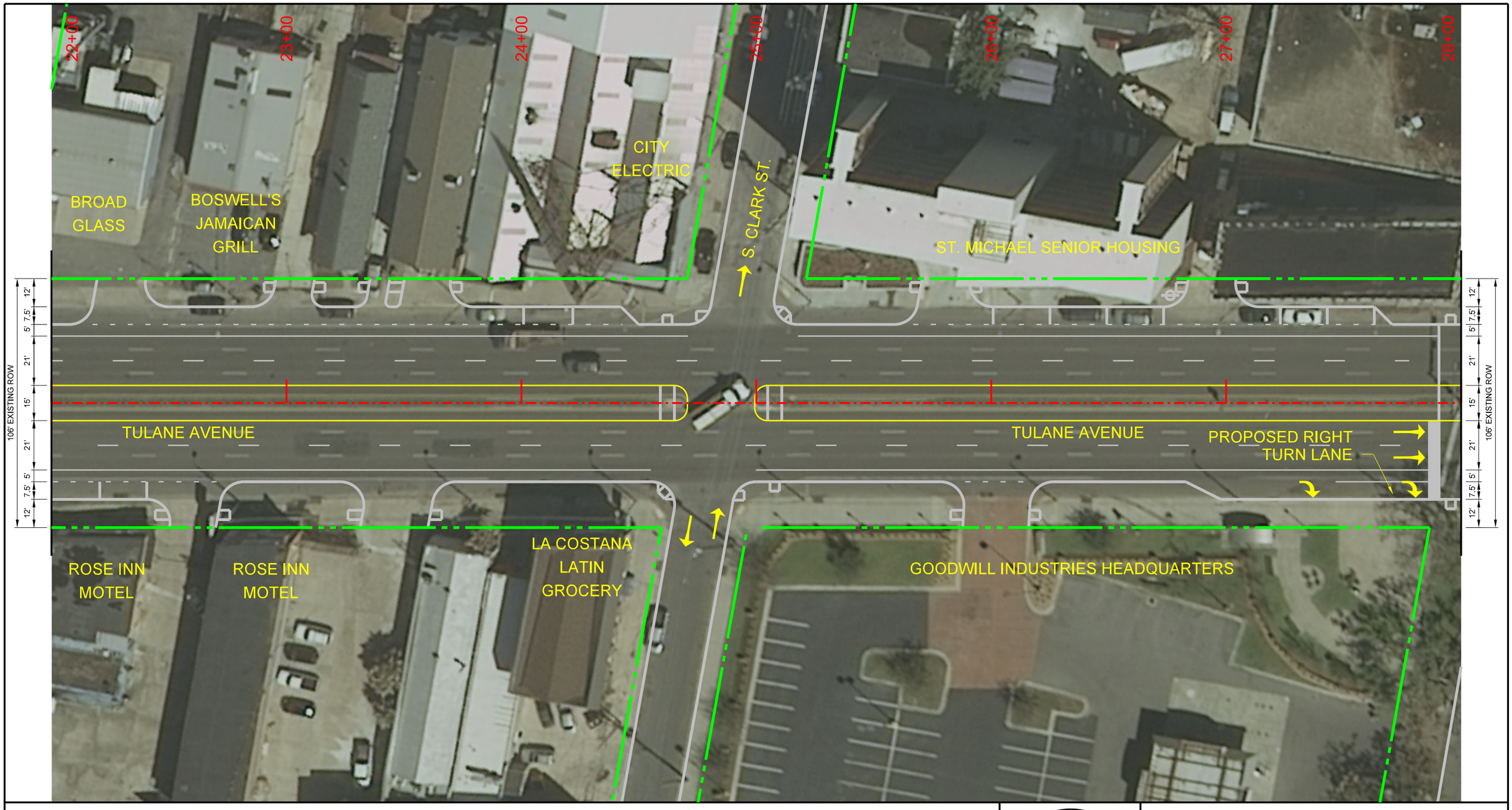
PLAN

STA. 16+00 TO STA. 22+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 04 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

PLAN

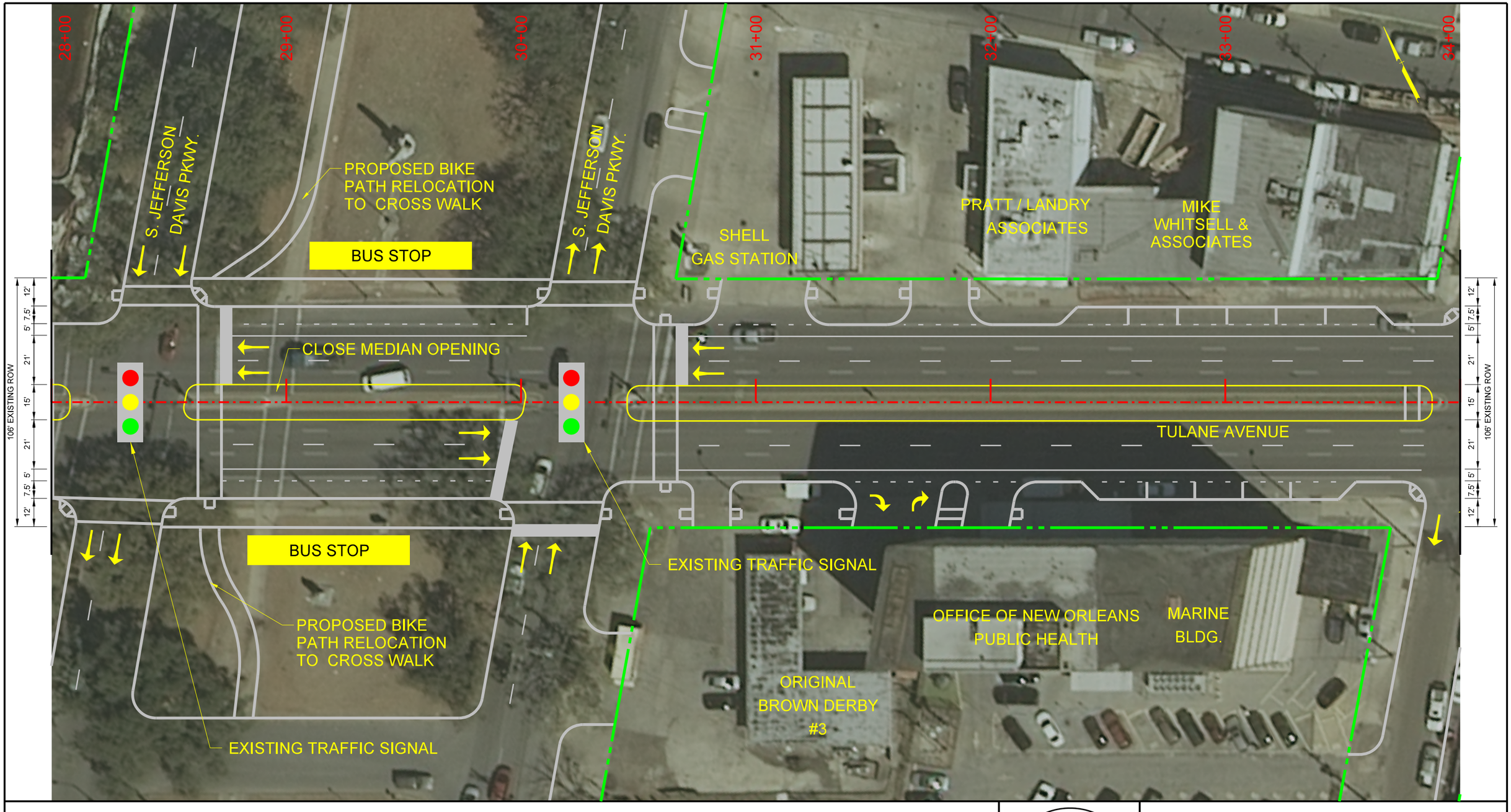
STA. 22+00 TO STA. 28+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF ST. TAMMANY • JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW

SHEET 05 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

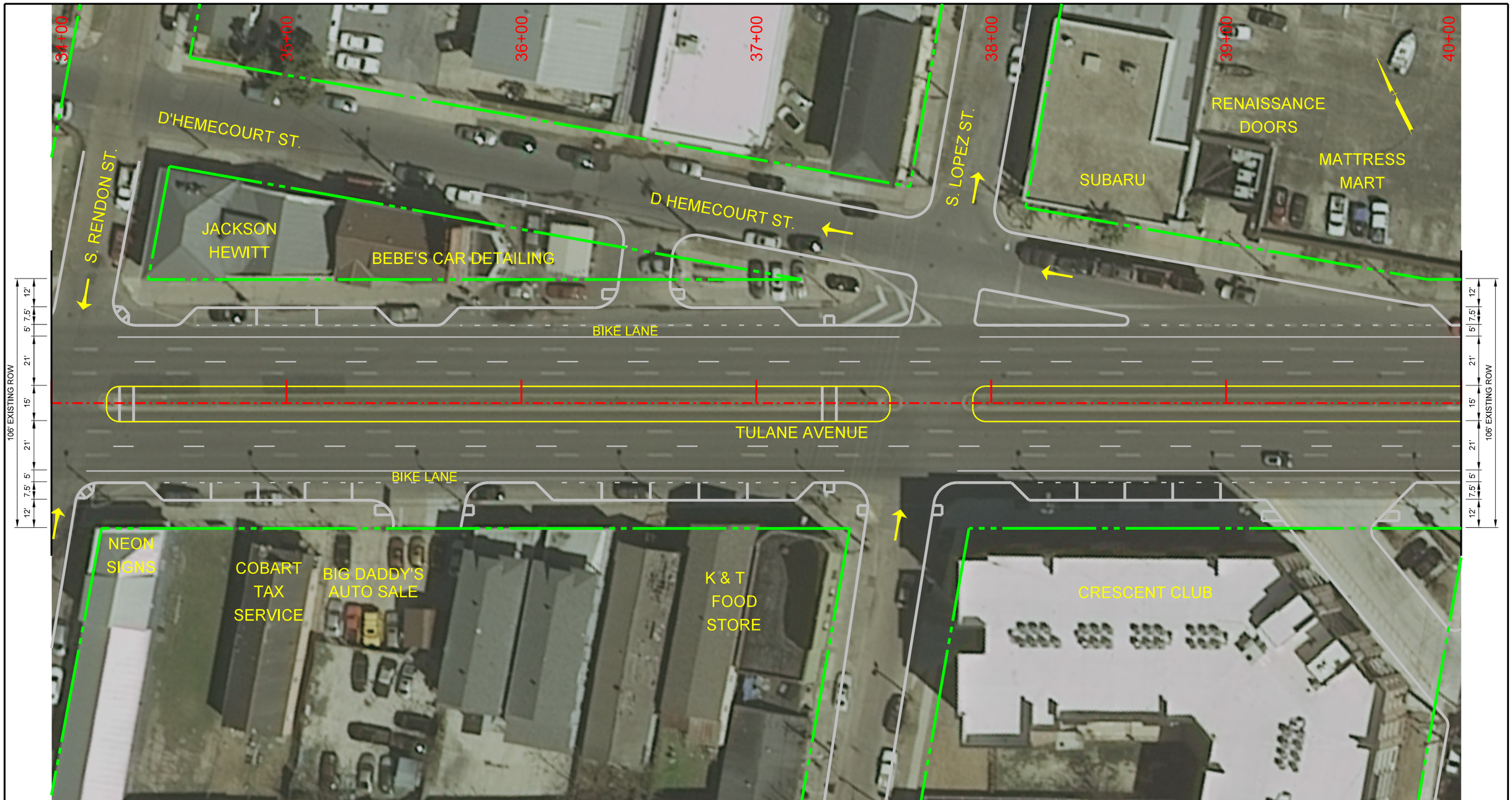
PLAN

STA. 28+00 TO STA. 34+00

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY
RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 06 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

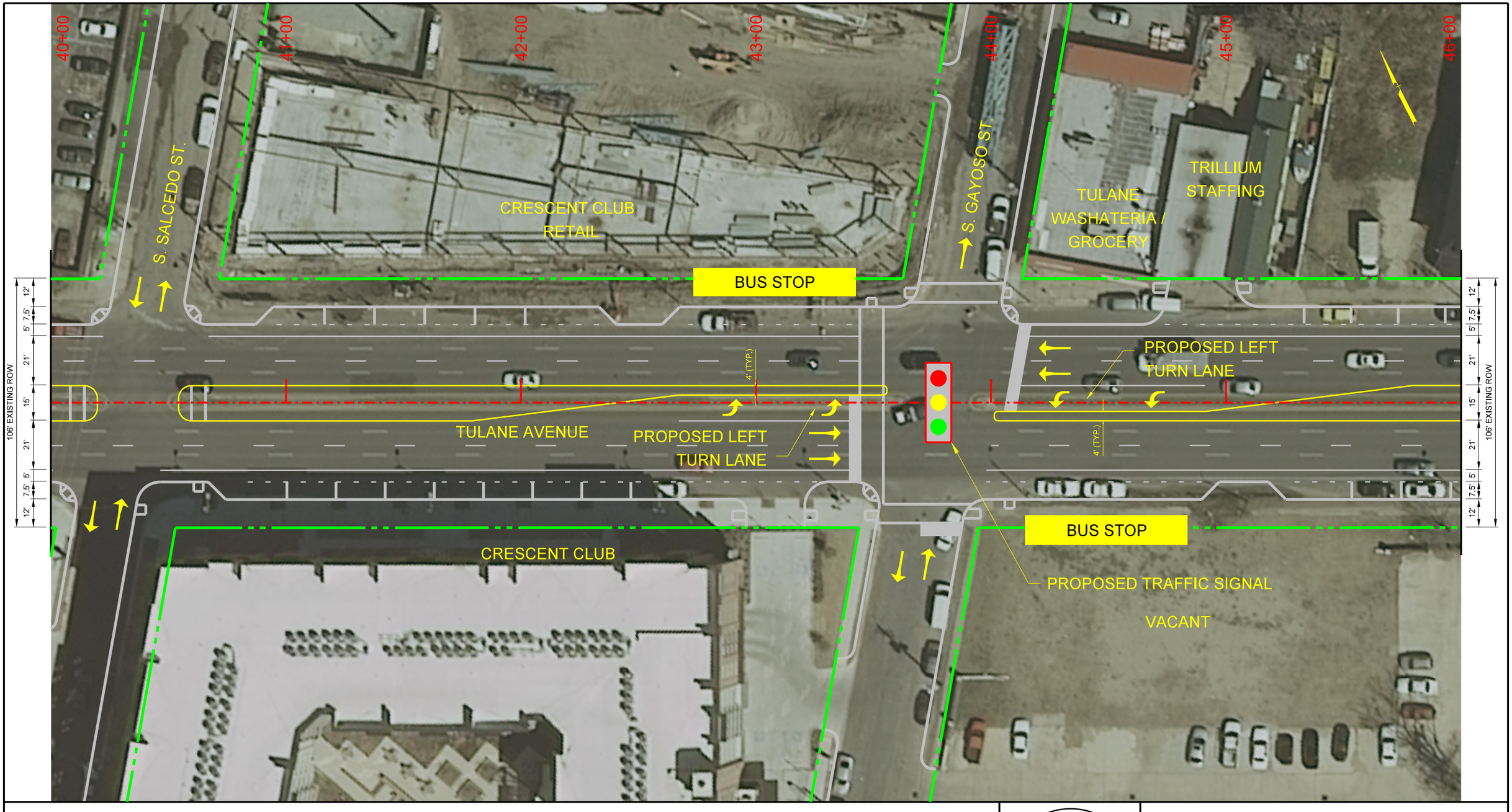
PLAN

STA. 34+00 TO STA. 40+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 07 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

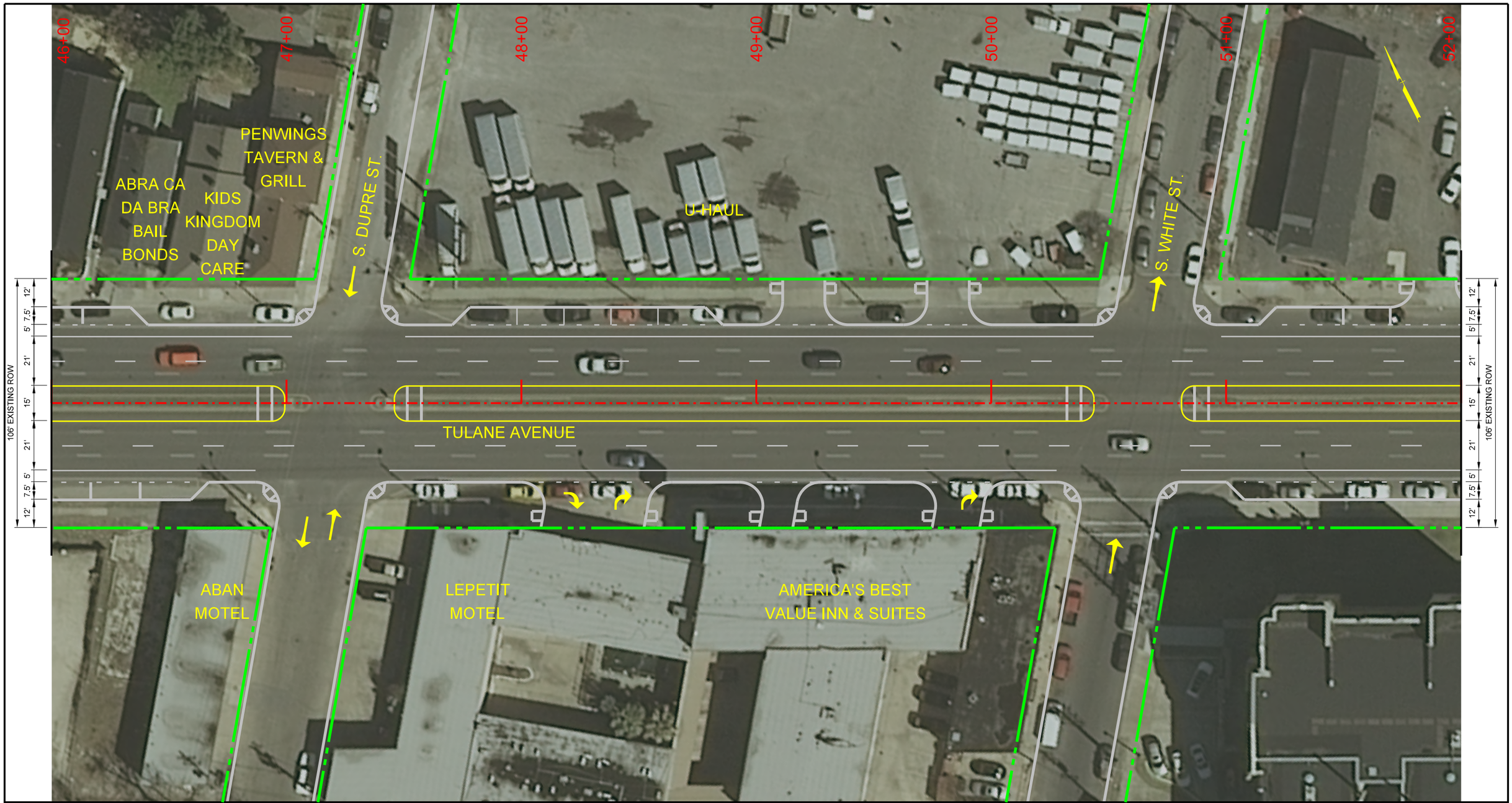
PLAN

STA. 40+00 TO STA. 46+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 08 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

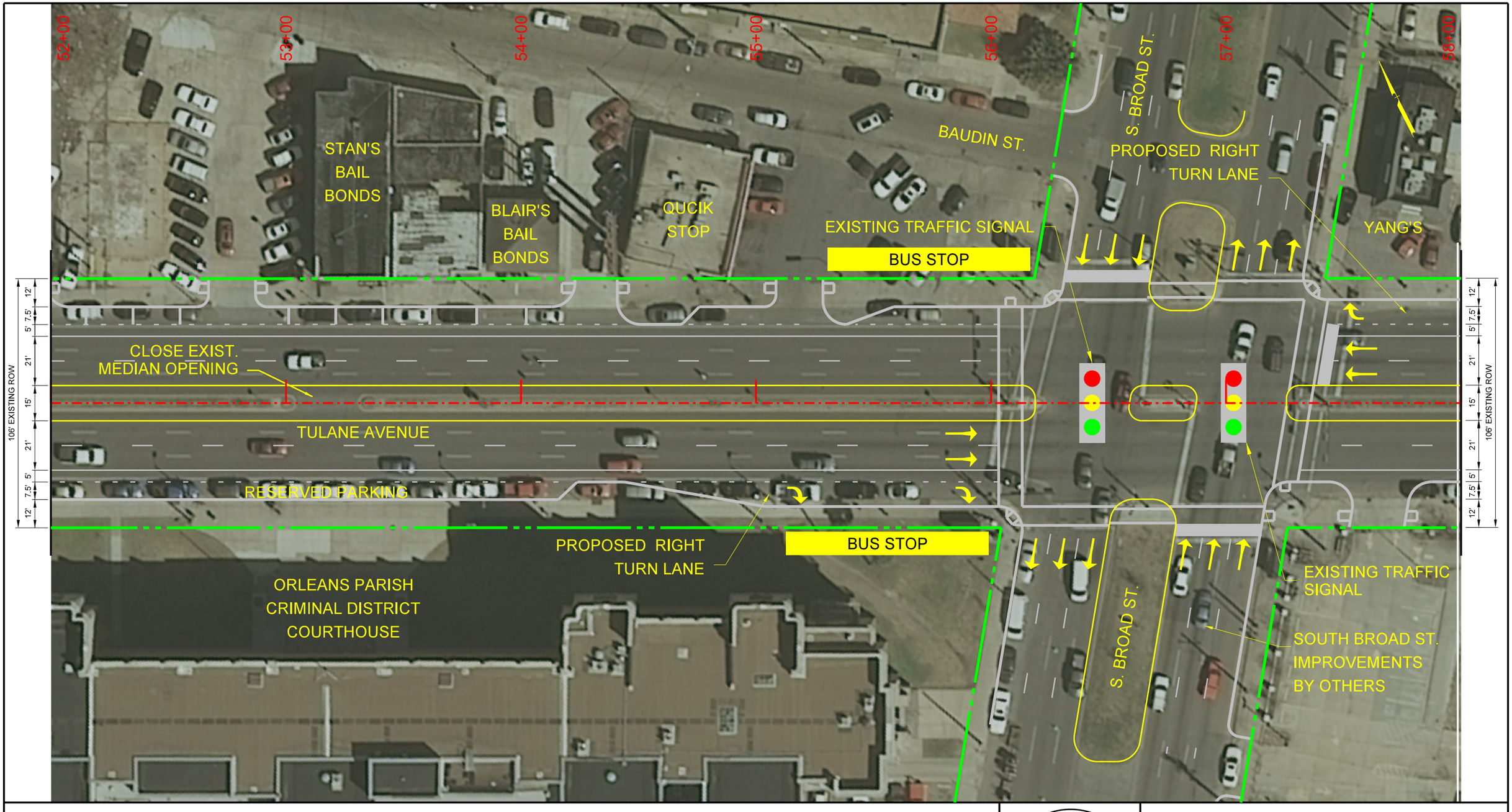
PLAN

STA. 46+00 TO STA. 52+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA — JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 09 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 52+00 TO STA. 58+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 10 OF 17

58+00
59+00
60+00
61+00
62+00
63+00
64+00

TULANE TOWER

TULANE TOWER
PARKING LOT

PROPOSED RIGHT
TURN LANE

PROPOSED ONE-WAY
TRAFFIC FLOW

S. DORGENOIS ST.

106' EXISTING ROW
12' 7.5' 5' 21' 15' 21' 5' 7.5' 12'

CLOSE MEDIAN OPENING

TULANE AVENUE

FREE ME
BAILBONDS

SHERIFF'S
OFFICE'S

SHERIFF'S
OFFICE'S

TULANE TOWER
PARKING ANNEX

AKI
SERVICES

SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 58+00 TO STA. 64+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 11 OF 17

64+00
65+00
66+00
67+00
68+00
69+00
70+00
PROPOSED VA HOSPITAL SITE
JOE'S LAWN MOWER SHOP
S. ROCHEBLAVE STREET
PROPOSED TWO-WAY TRAFFIC FLOW
PROPOSED TRAFFIC SIGNAL (TO BE STUDIED)
BUS STOP
BIKE LANE
PROPOSED RIGHT TURN LANE
4' (TYP.)
PROPOSED LEFT TURN LANE
TULANE AVENUE
106' EXISTING ROW
12'
5'
7.5'
21'
15'
MOTEL CAPRI
MOTEL CAPRI
HOTEL
PROPOSED ONE-WAY TRAFFIC FLOW

SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 64+00 TO STA. 70+00

ST. TAMMANY • JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD
RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW

SHEET 12 OF 17

70+00
71+00
72+00
73+00
74+00
75+00
76+00
PROPOSED SECURED TRUCK SERVICE ACCESS ENTRANCE & EXIT
PROPOSED VA HOSPITAL SITE
BIKE LANE
TULANE AVENUE
PROPOSED RIGHT TURN LANE
BIKE LANE
S. TONTI ST.
DAUGHTER & DAD PRINTING
NEW ORLEANS GLASS COMPANY INC.
SOUTHERN WALLS & WINDOWS
S. MIRO ST.
PROJECT UNITY / DOWNTOWN INN
106' EXISTING ROW
12'
7.5'
5'
21'
15'
21'
5'
7.5'
12'

SCALE
0 20 40
SCALE: 1" = 40'

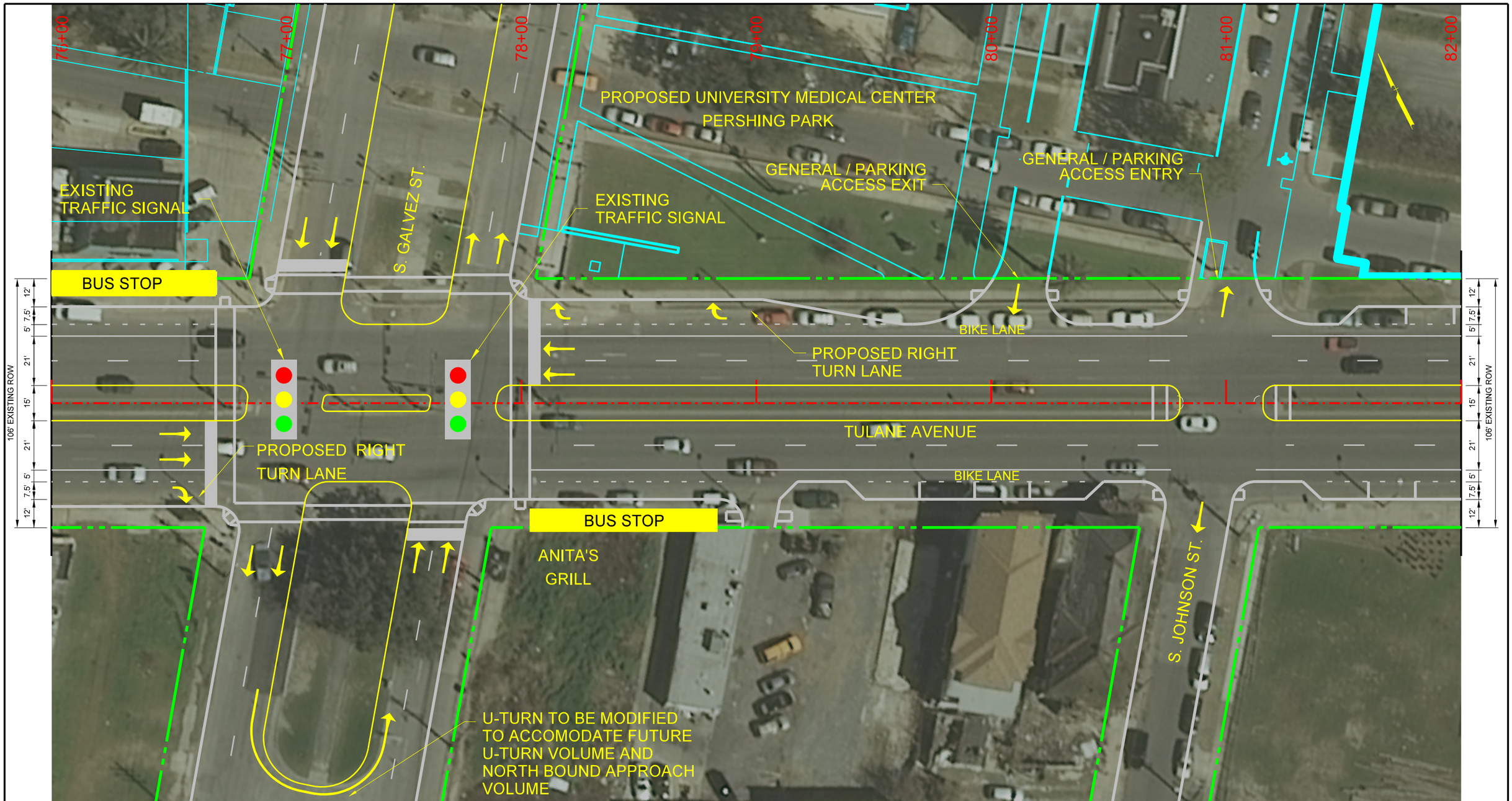
PLAN

STA. 70+00 TO STA. 76+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW



SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 76+00 TO STA. 82+00

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 14 OF 17

82+00
83+00
84+00
85+00
86+00
87+00
88+00

PROPOSED UNIVERSITY MEDICAL CENTER
PARKING GARAGE

PROPOSED UNIVERSITY MEDICAL CENTER
PARKING GARAGE

EXISTING TRAFFIC SIGNAL

BUS STOP

BIKE LANE

CLOSE MEDIAN OPENING

4' (TYP.)

TULANE AVENUE

BIKE LANE

106' EXISTING ROW
12' 7.5' 5' 21' 15' 21' 5' 7.5' 12'

PROPOSED ELEVATED WALKWAY
SPANNING TULANE AVE.
RIGHT OF WAY

PROPOSED DUAL
TURN LANES

LSU VACANT LOT

S. PRIEUR ST.

BOLIVAR ST.

LSU HEALTH SCIENCES
PARKING GARAGE

PROPOSED LEFT
TURN LANE

SCALE
0 20 40
SCALE: 1" = 40'

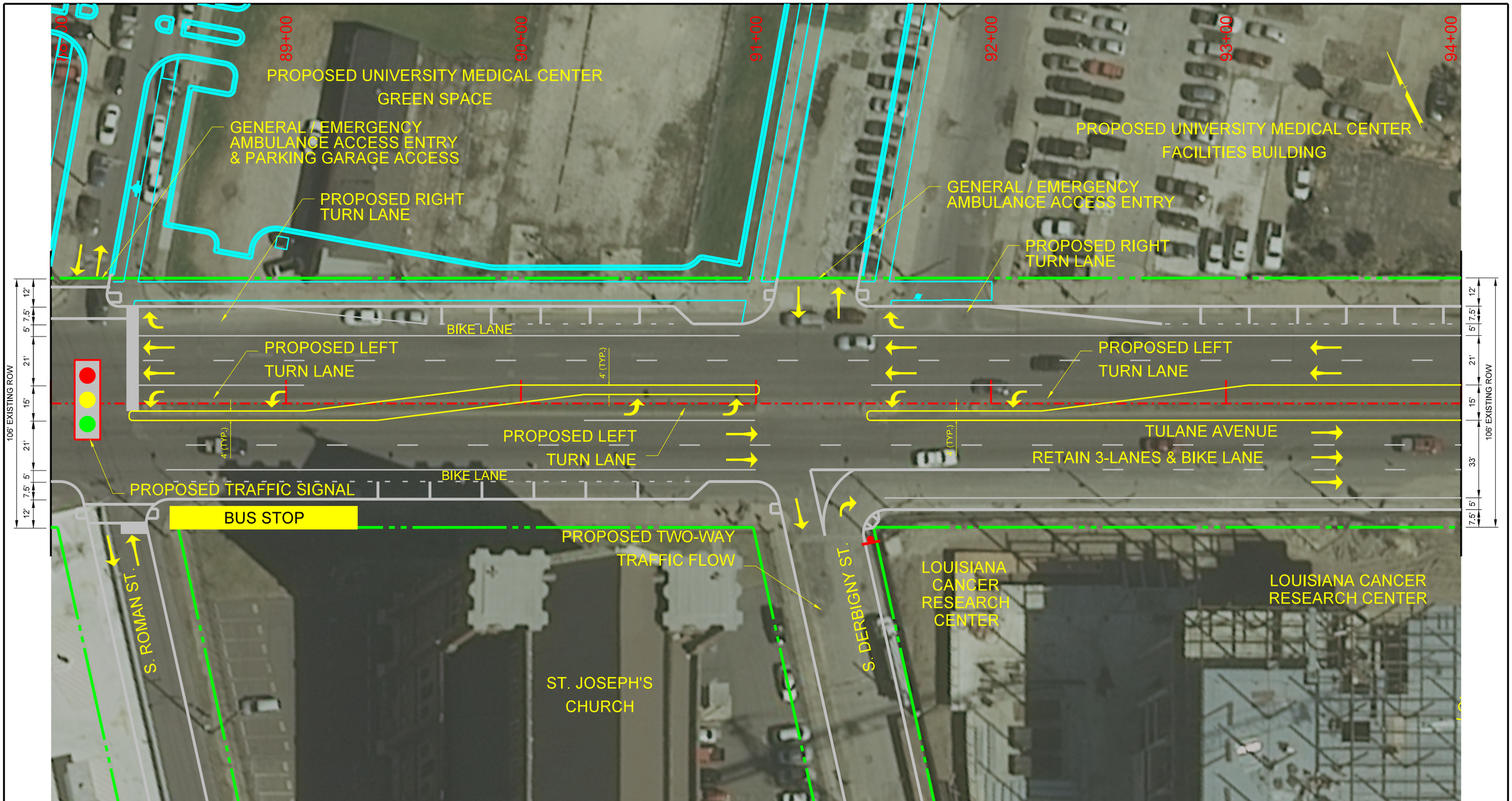
PLAN

STA. 82+00 TO STA. 88+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 15 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

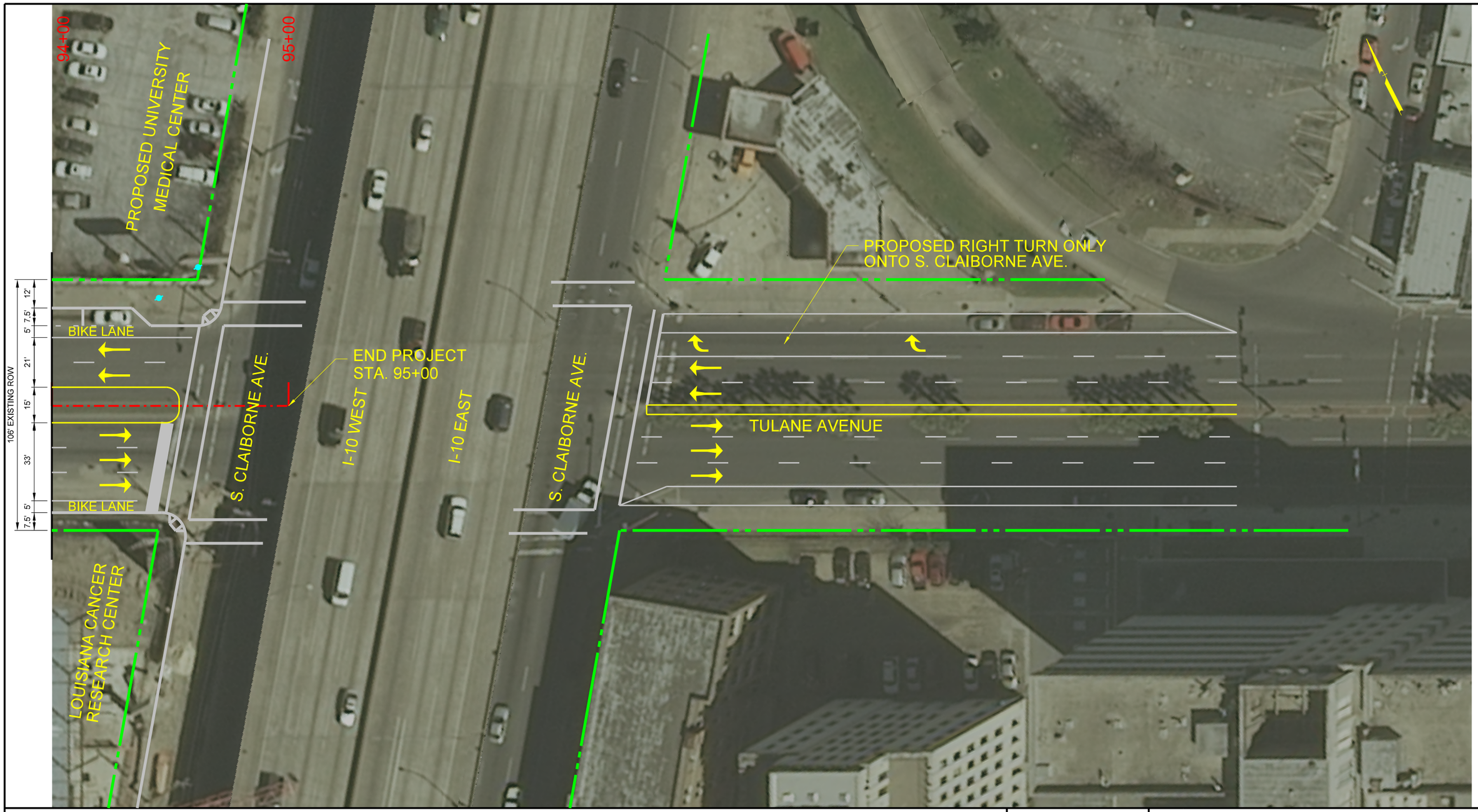
PLAN

STA. 88+00 TO STA. 94+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF JEFFERSON ORLEANS PLAQUEMINES ST. BERNARD ST. TAMMANY LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW
SHEET 16 OF 17



SCALE
0 20 40
SCALE: 1" = 40'

PLAN

STA. 94+00 TO STA. 95+00

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF ST. TAMMANY • JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD LOUISIANA

US 61 - TULANE AVENUE CORRIDOR ENVIRONMENTAL ASSESSMENT

TULANE AVENUE PLAN VIEW

SHEET 17 OF 17

Appendix C: Tulane Avenue Architectural Survey

Date: January 15, 2013

Re: Request for Project Review - Stage 1 - Environmental Assessment US 61 (Tulane Avenue, Orleans Parish, Louisiana)

RPC Project No. US 61 Ev1
State Project No. H.004730
Federal Aid Project No. 3606(502)

To: Mr. Mike Varnado,
Division of Historic Preservation
PO Box 44247,
Baton Rouge, LA 70804-4247
Tel: 225-219-4596
Email: mvarnado@crt.la.gov

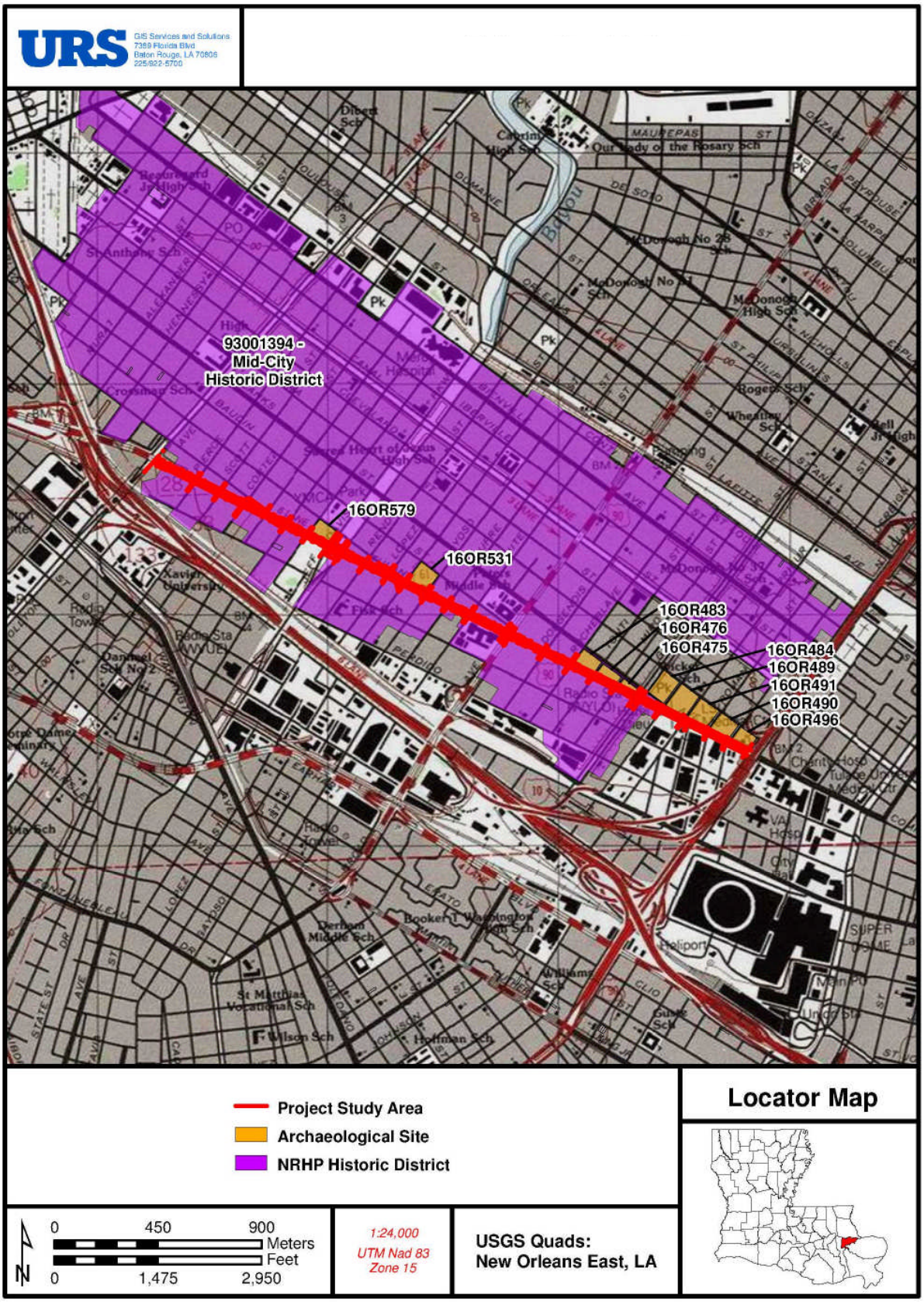
Dear Mr. Varnado -

The purpose of this letter is to request your office's assessment of the need for cultural resources survey associated with the US 61/Tulane Avenue Corridor, New Orleans, Orleans Parish, as part of the Stage 1 – Environmental Assessment. The applicant for this project is the Regional Planning Commission (RPC; 10 Veterans Memorial Blvd., New Orleans, LA 70124) in association with the Louisiana Department of Transportation and Development and the Lead Federal Agency associated with this this undertaking is the Federal Highway Administration. This letter (and associated appendices) was prepared in response to the July 16, 2012 correspondence from your office requesting additional information to complete your Section 106 review.

Project Area Description

The broader study area spans from South Carrollton Avenue east to South Claiborne Avenue, a distance of 1.93 miles. Tulane Avenue is a designated state route; between South Carrollton Avenue and South Broad Street, Tulane Avenue is designated as US Highway 61 (US 61) and between South Broad Street and Claiborne Avenue, Tulane Avenue is designated as US 90 (Figure 1). The Tulane Avenue corridor is located approximately between the Jefferson/Orleans Parish line and the Central Business District (CBD). The limits of the Tulane Avenue corridor improvements include two New Orleans neighborhoods: Mid-City and Tulane-Gravier. The Mid-City neighborhood includes the portion of Tulane Avenue between South Carrollton Avenue and South Broad Street and the Tulane-Gravier neighborhood includes the portion of Tulane Avenue between South Broad Street and South Claiborne Avenue. Principal land uses within the study area include a mix of institutional, commercial, and residential. While the immediate study area is mostly dense residential and commercial development, the Orleans Parish Judicial and Prison Complex is located to the south at South Broad Street and the new Veteran's Affairs Medical Center (VAMC) and University Medical Center (UMC) are under construction to the north at South Galvez Street.

Figure 1: Tulane Avenue Project Area



A desktop assessment was conducted by URS for archaeological resources and an architectural history field assessment was completed between September 26 and 28, 2012 for above-ground architectural resources within the project area. The Area of Potential Effect (APE) assessed for archaeological and architectural (built) resources extends approximately a half–block (~50 m, 164 ft) north-south along Tulane Avenue between Carrollton Avenue (west) and Claiborne Avenue (east). The western end of the survey area is located at Longitude -90.106259, 29.968953, while the eastern end is situated at Longitude -90.080023, 29.956956 (Figures 3 to 11).

Preliminary Purpose and Need

The US 61 (Tulane Avenue) corridor is located in New Orleans, Louisiana in Orleans Parish. The Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The purpose of the corridor improvements is to improve system linkage and mobility, improve safety, address operational deficiencies, improve modal interrelationships, and improve livability and sustainability within the corridor. The *Transportation Improvement Program (TIP)* indicates the redevelopment of the Tulane Avenue corridor as a key project that would fulfill the goal of a livable community.

Tulane Avenue generally parallels Interstate 10, providing secondary access between Jefferson Parish and Orleans Parish, and is an important link to existing and proposed major medical facilities and the central business district of New Orleans. Preservation of the corridor is a key component to enhancing system linkage and mobility for all modes of transportation. Improvements to the corridor would work to improve vehicular, pedestrian, and bicycle safety with improved left turn lanes, sidewalks, and dedicated bike lanes. Reconfiguring intersection geometry, coupled with traffic signal phasing and timing modifications would improve overall operational deficiencies that currently exist within the corridor. Finally, a primary objective of both livable communities and complete streets projects is to enhance all relevant modes of transportation and the Tulane Avenue corridor improvements would focus on transit, bicycle, and pedestrian operations.

Preliminary Alternatives to be Considered

Two conceptual alternatives developed in the *Stage 0 Feasibility Study* for the proposed corridor improvements were carried forward, and were referred to for this project as the Minimum Reconstruction Alternative and the Total Reconstruction Alternative. These two 4-lane alternatives for the upgrading of Tulane Avenue were presented at the first Tulane Avenue Public Meeting on July 24, 2012. The two alternatives that considered the existing 106-foot ROW, included:

- A Minimum Reconstruction Alternative (Alternative 1) that retains the existing curb and sidewalk but does not require the relocation of adjacent utilities (power poles, street lighting, and drainage structures); and
- A Total Reconstruction Alternative (Alternative 2) that would reconstruct the curb approximately 3-feet from its current location to provide wider vehicular lanes, bicycle lanes, and parking. This alternative would require the relocation of adjacent power poles, drainage structures and other utilities.

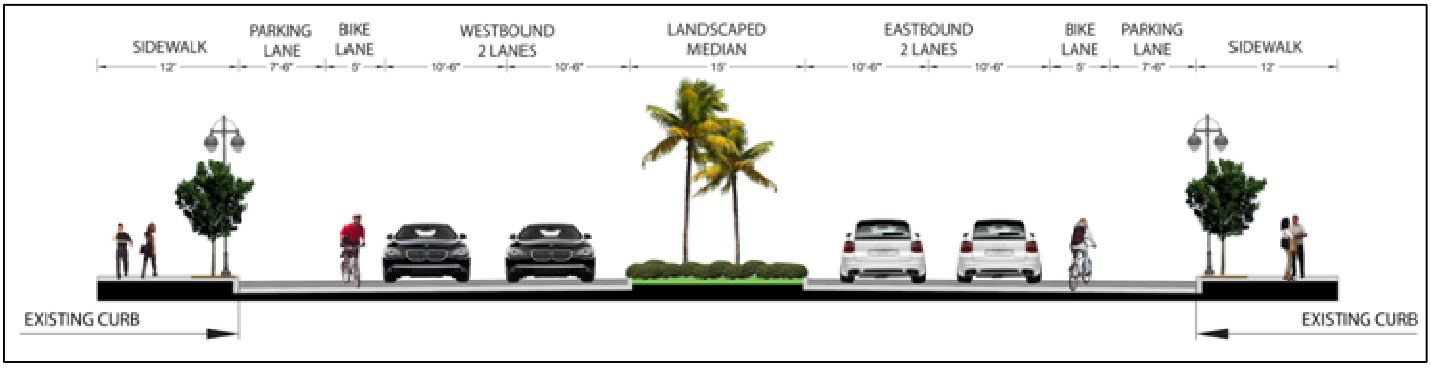
Additional corridor improvements were also evaluated and include exclusive left-turn lanes, exclusive right turn lanes, and the addition of a 15-foot median, access management, and additional traffic signals. Initially, taking no-action, the No Action Alternative, was also evaluated along with the two build alternatives. As a result of the comments and feedback from the Public Meeting, the Total Reconstruction Alternative (Alternative 2) was dropped from further consideration. This left the Minimum Reconstruction Alternative (Alternative 1) and the No Action Alternative to be furthered analyzed in the Environmental Assessment.

Detailed Project Scope of Work

A Minimum Reconstruction Alternative (Alternative 1) retains the existing curb and sidewalk, and does not require the relocation of adjacent power poles, street lighting, and utilities with the exception of some minor drain inlets associated with the construction of bump-outs; therefore maintaining a lower cost. This alternative does not require any additional right-of-way acquisition; however, minimal ground disturbance may be associated with in-place repair and/or replacement of deteriorated or damaged sidewalks adjacent to the travel lanes and the removal of existing pavement to create the wider median. The remainder of the project will primarily be a cold mill and overlay with base repairs as needed of the existing roadway and striping of travel lanes, bike lanes, and parking areas. This alternative typical section is presented in Figure 2 and includes the following:

- Four, 10.5-foot travel lanes
- 15-foot median
- Two, 5-foot bike lanes
- Two, 7.5-foot parking lanes
- Two, 12-foot sidewalks

Figure 2: Minimum Reconstruction Alternative Typical Section



Description of All Archaeological Sites Within APE

Background research was conducted in Baton Rouge at the Division of Archaeology (for archaeology site forms) and the Division of Historic Preservation/State Library (for historic standing structures). In addition, a search of the National Register of Historic Places (NRHP) online database was completed for this portion of Orleans Parish. The following data sources were consulted for this project: (1) Louisiana Division of Archaeology (site forms and cultural resource surveys); (2) Louisiana Division of Historic Preservation/State Library; (3) Louisiana Cultural Resources Map (http://kronos.crt.state.la.us); (4) National Register of Historic Places (NRHP) online database (http://nrhp.focus.nps.gov/); and, (5) the Louisiana Division of Historic Preservation National Register Website (http://www.crt.state.la.us). This background review encompassed the ½ block APE described above (Figures 3 to 11).

A total of 10 historic period archaeological sites have also been identified within the boundaries of the APE; i.e., Sites 16OR475, 16OR476, 16OR483, 16OR484, 16OR489, 16OR490, 16OR491, 16OR496, 16OR531, and 16OR579 (Figures 1, 6, 7, 8, 10, 11, and 12). All of these sites front onto Tulane Avenue. Eight (8) of the sites were identified in association with investigations for the VAMC and UMC sites on the north side of Tulane Avenue between Claiborne Avenue and North Rochelblave Street. Only preliminary locational information has been submitted to the Louisiana Division of Archaeology concerning those eight sites (i.e., 16OR475, 16OR476, 16OR483, 16OR484, 16OR489, 16OR490, 16OR491, 16OR496). The remaining two (2) sites are comprised of properties situated at 3001 Tulane (Site 16OR531) and the corner of Jefferson Davis and Tulane Avenues (YWCA; 16OR579).

Description of Above-Ground Historic Properties in APE

Table 1 provides a summary of the 82 historic structures identified because of this assessment. The final column in Table 1 'Contributing/Non-Contributing Status' was derived from the prior re-evaluation of the Mid-City Historic District in 2008. Appendix A also contains a description of all historic properties identified by URS Architectural Historians Mr. Richard Silverman (MA, Architecture; MA, Architectural History) and Ms. Lauren Poche (MA, Public History), along US 61 (Tulane Avenue) between South Carrollton Avenue and South Claiborne Avenue. Finally, Appendix B presents general photographs of the Tulane Avenue corridor.

Table 1: Description of Above-Ground Historic Properties in APE

Structure Number	Address Number	Street	Use	Contributing/ Non-Contributing Status
1	4040	Tulane Avenue	Fountainebleau Apartments and Storage	Contributing
2	3940	Tulane Avenue	Encore Night Club	Non-Contributing
3	3900	Tulane Avenue	New Orleans Midtown Hotel	Non-Contributing
4	3734	Tulane Avenue	Entergy	Contributing
5	3700	Tulane Avenue	Entergy	Contributing
6	3610	Tulane Avenue	Sweets Inn Motel	Contributing

Structure Number	Address Number	Street	Use	Contributing/ Non-Contributing Status
7	3602-04	Tulane Avenue	Metropolitan Treatment Center	Contributing
8	3522	Tulane Avenue	Rose Inn Motel	Non-Contributing
9	East side neutral ground	S. Jefferson Davis Parkway/Tulane Avenue	General Albert Pike Statue	n/a
10	3326	Tulane Avenue	The Original Brown Derby	Contributing
11	3308	Tulane Avenue	Marine Building	Contributing
12	3240	Tulane Avenue	A. Express Signs	Contributing
13	3230-32	Tulane Avenue	Residential	Contributing
14	3216-18	Tulane Avenue	Colbert Ball Tax/Idea Event Planning	Contributing
15	3212-14	Tulane Avenue	Wize Guy Barber Shop	Contributing
16	3204	Tulane Avenue	K & T Food Store	Contributing
17	3200	Tulane Avenue	En-Tise Club	Contributing
18	2836	Tulane Avenue	Le Petite Motel	Contributing
19	2820	Tulane Avenue	Patio Motel	Non-Contributing
20	2800	Tulane Avenue	Brechtel Building (Lee's Grill & Seafood)	Contributing
21	2700	Tulane Avenue	Criminal Courts Building	Contributing
22	2644	Tulane Avenue	Unknown commercial	Contributing
23	2642	Tulane Avenue	Johnson's Bail Bonds	Contributing
24	2530-32	Tulane Avenue	Residential	Contributing
25	2526-28	Tulane Avenue	Residential	Contributing
26	2522-24	Tulane Avenue	Residential	Contributing
27	2518	Tulane Avenue	New Orleans Safe Driving School	Contributing
28	2512-14	Tulane Avenue	Residential	Contributing
29	2510	Tulane Avenue	Avery's Po-Boys	Contributing
30	2504	Tulane Avenue	Vacant - commercial	Contributing
31	2424	Tulane Avenue	Motel Capri	Contributing
32	2320	Tulane Avenue	Am. Escott Building	Contributing
33	2308-10-12	Tulane Avenue	New Orleans Glass Company	Contributing (2310 only)
34	2232-34	Tulane Avenue	Tulane Loans/Maximum Staffing LLC	Contributing
35	2122	Tulane Avenue	World Famous Anita's Grill	Contributing
36	2104	Tulane Avenue	Vacant - residential	Contributing
37	2100	Tulane Avenue	Vacant - residential	Contributing
38	1802	Tulane Avenue	St. Joseph Roman Catholic Church	Contributing
39	2401	Tulane Avenue	Dixie Brewery Complex	Contributing
40	2501-09	Tulane Avenue	Joe's Lawnmower Shop	Contributing

Structure Number	Address Number	Street	Use	Contributing/ Non-Contributing Status
41	2537	Tulane Avenue	Former Coca-Cola warehouse	Contributing
42	2735	Tulane Avenue	Tulane Law Center	Contributing
43	2739-41	Tulane Avenue	Steve's Bail Bonds	Contributing
44	2767	Tulane Avenue	Blair's Bail Bonds	Contributing
45	2801	Tulane Avenue	U-Haul	Contributing
46	2901	Tulane Avenue	Restaurante Telemar	Contributing
47	2903	Tulane Avenue	Kids Kingdom Academy and Daycare	Contributing
48	2909-11	Tulane Avenue	Abra-Ca-Da-Bra Bail Bonds	Contributing
49	2915	Tulane Avenue	Residential	Contributing
50	2925	Tulane Avenue	Residential	Contributing
51	3125	Tulane Avenue	Vacant - commercial	NC
52	3201	D'Hemecourt Street	Joe Blakk Income Tax	Contributing
53	3205	Tulane Avenue	Bebe's Car Wash and Detailing	Contributing
54	3221-25	Tulane Avenue	Hernandez Consulting & Carbon Solutions America	Contributing
55	3229-33	Tulane Avenue	Ready Cash Advance	Contributing
56	3235	Tulane Avenue	Jackson Hewitt	Contributing
57	3303	Tulane Avenue	Resources for Human Development	Contributing
58	West side neutral ground	S. Jefferson Davis Parkway/Tulane Avenue	World War II 3rd Ward Memorial	n/a
59	3401	Tulane Avenue	Poree's Embroidery/Russell's Cleaners	Contributing
60	3433	Tulane Avenue	St. Michael's Senior Housing	Contributing
61	3501-3511	Tulane Avenue	Himmel's Architectural Doors & Hardware/Heart 2 Heart Family Worship Center	Contributing
62	3515-17	Tulane Avenue	Residential	Contributing
63	3519	Tulane Avenue	Residential	Contributing
64	3701-03	Ulloa Street	Vacant - residential	Contributing
65	3707	Ulloa Street	Residential	Contributing
66	3709-11	Ulloa Street	Residential	Contributing
67	3713-15	Ulloa Street	Residential	Contributing
68	3717	Ulloa Street	Mid-City Banquet Hall	Contributing
69	3723-25	Ulloa Street	Residential	Contributing
70	3727-29	Ulloa Street	Residential	Contributing
71	3801-03	Ulloa Street	Residential	Contributing
72	3805-07	Ulloa Street	Residential	Contributing

Structure Number	Address Number	Street	Use	Contributing/ Non-Contributing Status
73	3825-27	Tulane Avenue	Former United Most Worshipful King George Grand Lodge (Freemasons)	Non-Contributing
74	3835	Tulane Avenue	The Cajun Pub	Contributing
75	3901	Tulane Avenue	Volunteers of America	Contributing
76	3919	Tulane Avenue	Vacant - commercial	Contributing
77	3927-29	Tulane Avenue	Downtown Development Group	Contributing
78	4021	Tulane Avenue	Canal Furniture	Contributing
79	4033-35-37	Tulane Avenue	Reina's Grill and Night Club	Out of District
80	4041	Tulane Avenue	Vacant - Russell Building	Contributing
81	4053	Tulane Avenue	Vacant - commercial	Out of District
82	4057-59-61	Tulane Avenue	Letticia's/Tulane Cash/La Pointe	Out of District

There is one structure, the Orleans Parish Criminal Courts Building (Figures 7 and 8), on Tulane Avenue that is listed on the National Register of Historic Places (NRHP). The Orleans Parish Criminal Courts Building, completed in 1929, is in the art deco style and is currently in its original use (Structure No. 21; Figures 7 and 8).

The Mid-City Historic District was also listed in the NRHP in 1993. As shown in Figure 1, the historic district is roughly bounded by Derbigny Street, City Park Avenue, Conti Street, and I-10/Claiborne Avenue and includes approximately 8,500 acres. The historic district includes 4,489 structures, that are mostly residential that represent building types and styles from 1860 to 1943. These styles include but are not limited to Eastlake, Greek Revival, Queen Anne revival, and bungalow/Craftsman. In 2008, the area was re-evaluated in consultation with the State Historic Preservation Office (SHPO) and it was determined that 13 blocks on the periphery of the Mid-City NRHP had experienced a loss of integrity so significant as to warrant their removal from the district. Some of these blocks recommended for removal are located in the VAMC and UMC sites (U.S. Department of Homeland Security 2008).

Several other buildings in the study corridor are designated as historic landmarks by the New Orleans Historic District Landmark Commission (HDLC). The two designated structures are St. Joseph's Catholic Church (Structure No. 38) and Dixie Brewery (Structure No. 39) (Figures 9 and 11).

Summary

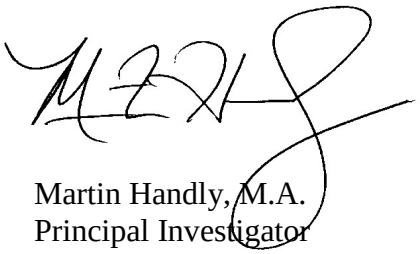
It is URS's opinion that there is a very low likelihood for encountering archaeological resources within the Minimum Reconstruction Alternative (Alternative 1), as there is no additional ROW acquisition and minimal ground disturbing activities will be restricted to in-place repair and/or replacement of deteriorated or damaged sidewalks and some pavement removal for widening of the median. Other construction activities will primarily be cold mill and overlay of the existing roadway. Similarly, the viewshed associated with the above-ground historic structures along

Tulane Avenue will not be affected, as all reconstruction activities will be restricted to the existing Tulane Avenue corridor. We respectfully request a response from your office as to whether you concur with this assessment. It would be greatly appreciated if your office could respond in writing with your Section 106 significance and effect determinations for this proposed project.

If you have any questions or concerns regarding the project, please do not hesitate to contact me at 225-276-4826 (cell) or at martin.handly@urs.com.

Sincerely,

URS Corporation



Martin Handly, M.A.
Principal Investigator

Figure 3: Project Area – Aerial Map 1 of 9

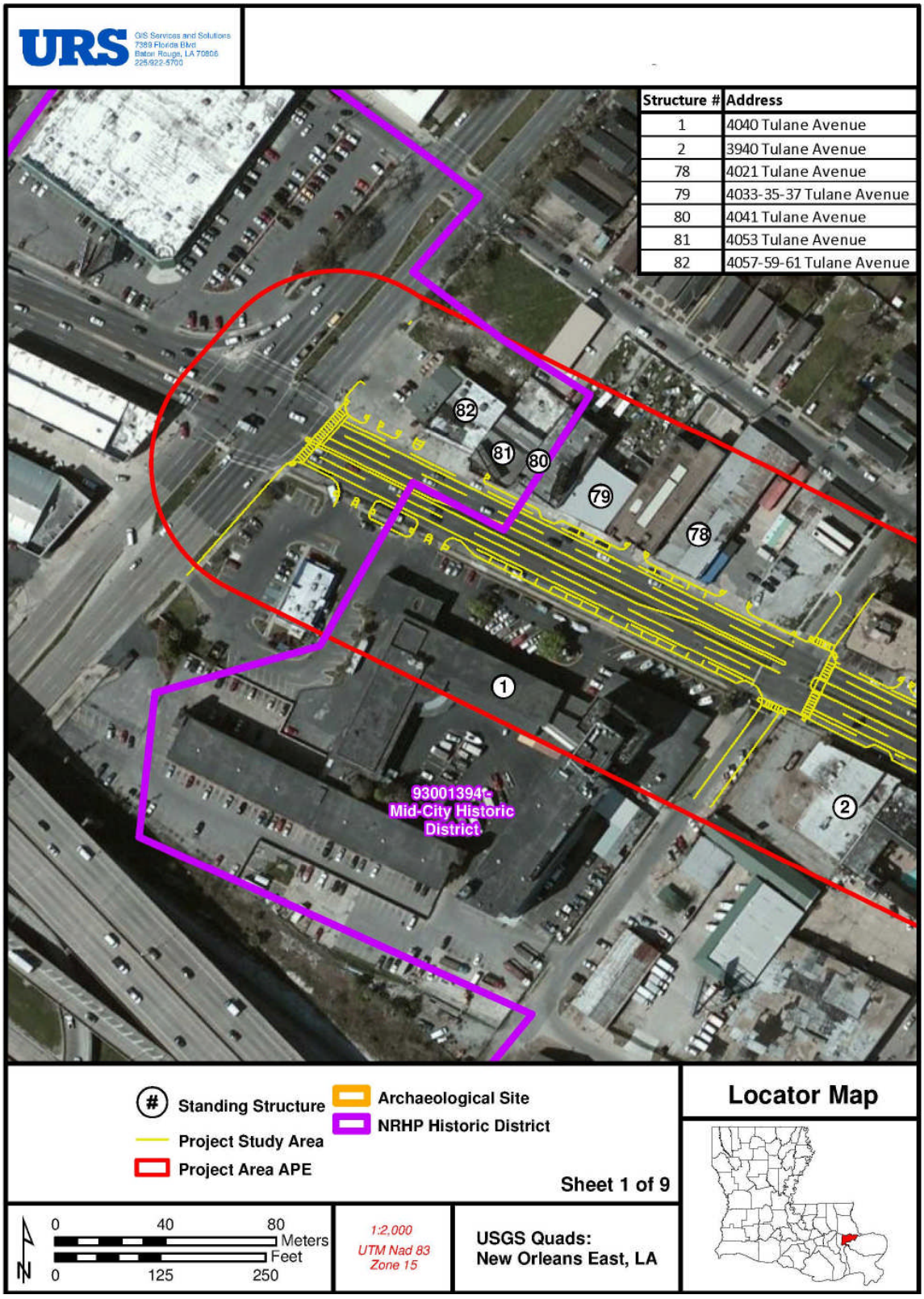


Figure 4: Project Area – Aerial Map 2 of 9

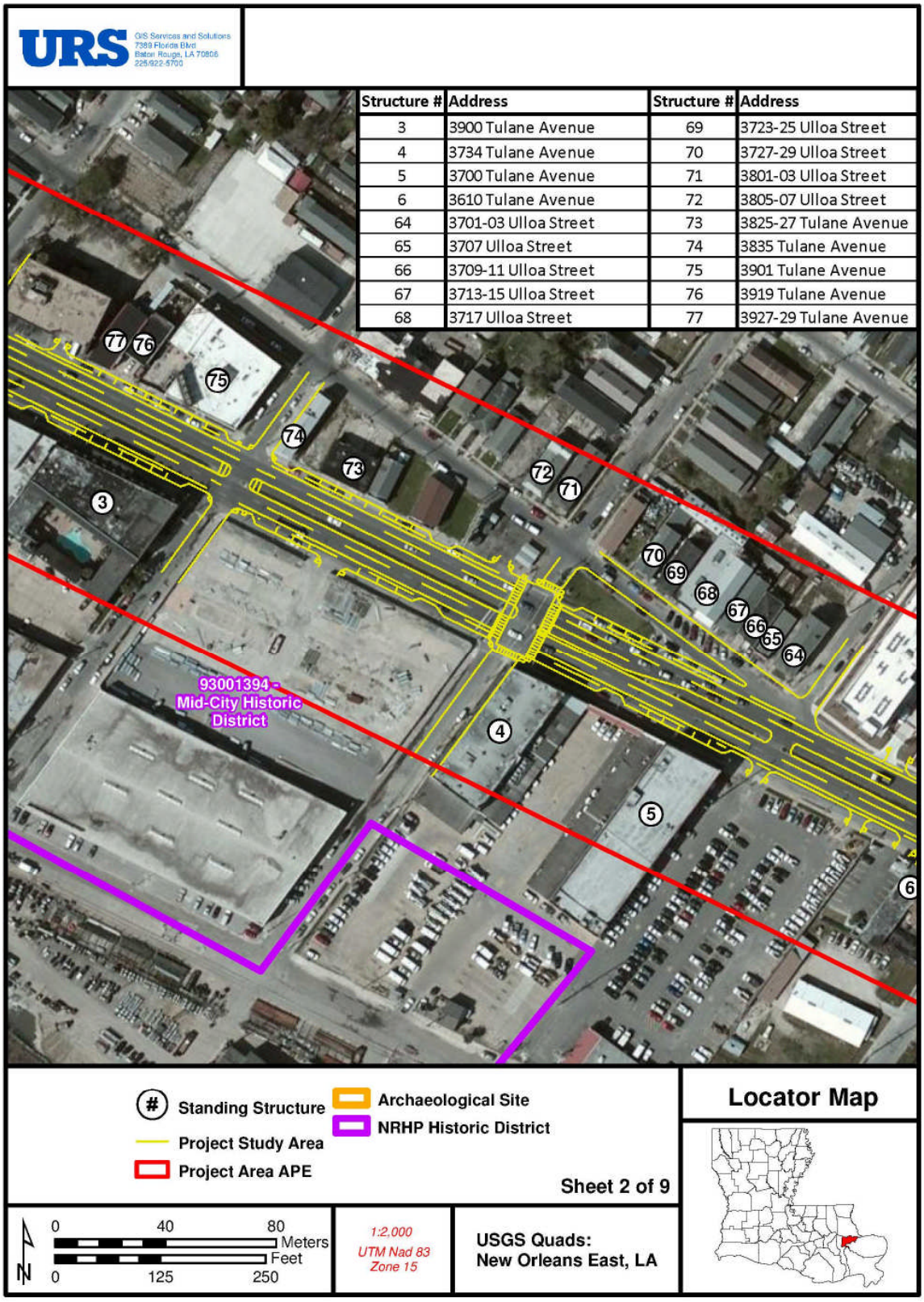


Figure 5: Project Area – Aerial Map 3 of 9

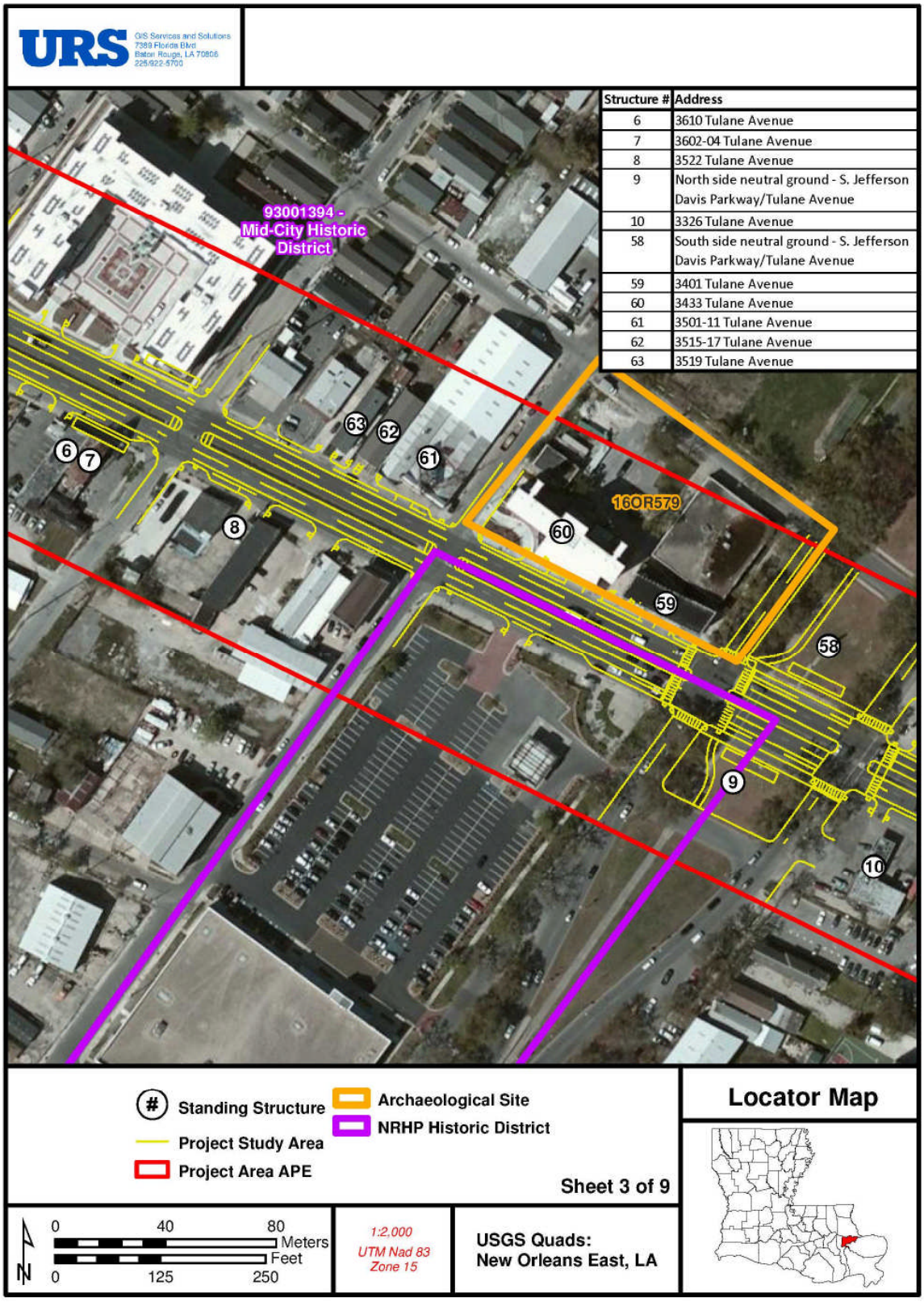


Figure 6: Project Area – Aerial Map 4 of 9

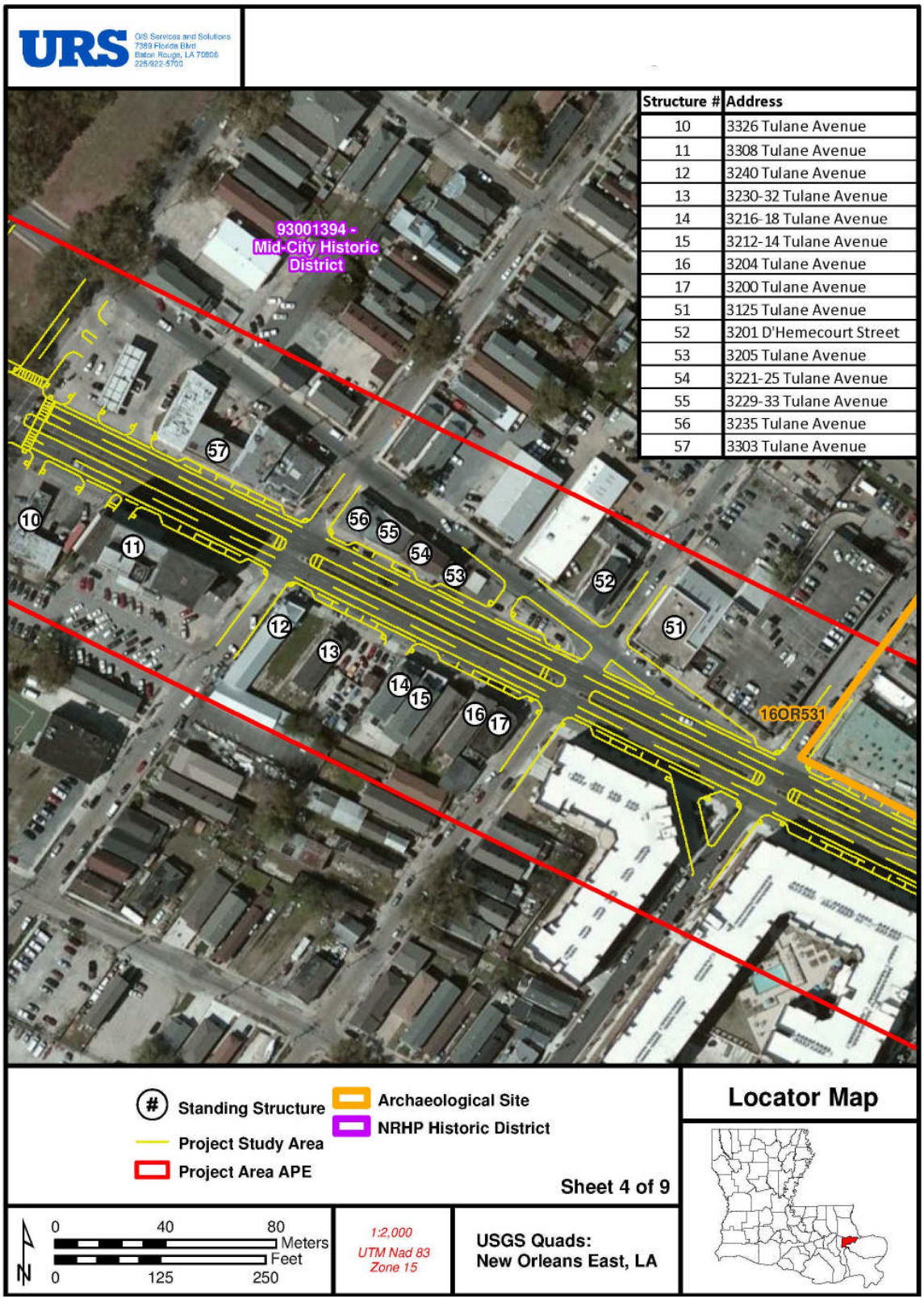


Figure 7: Project Area – Aerial Map 5 of 9

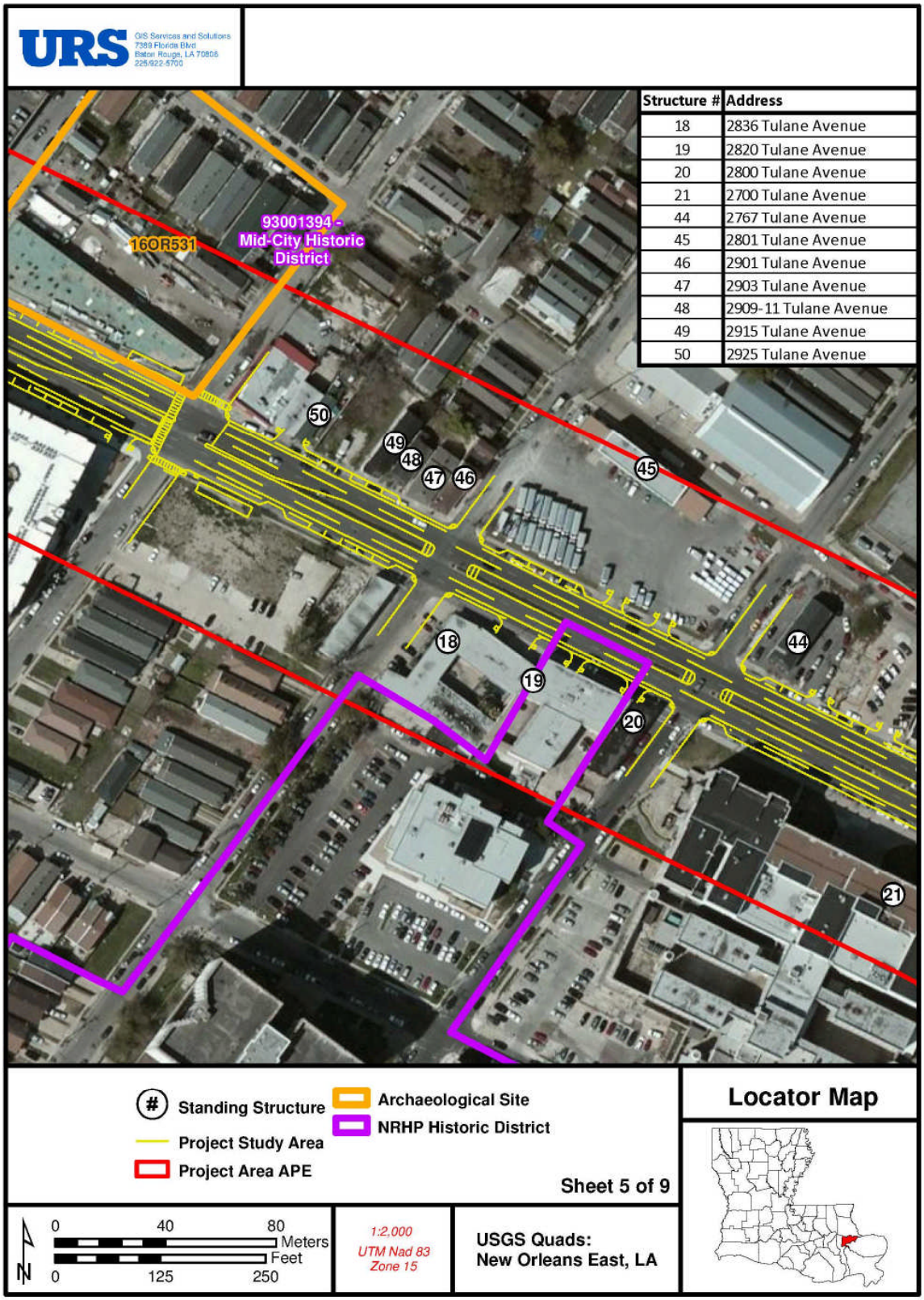


Figure 8: Project Area – Aerial Map 6 of 9

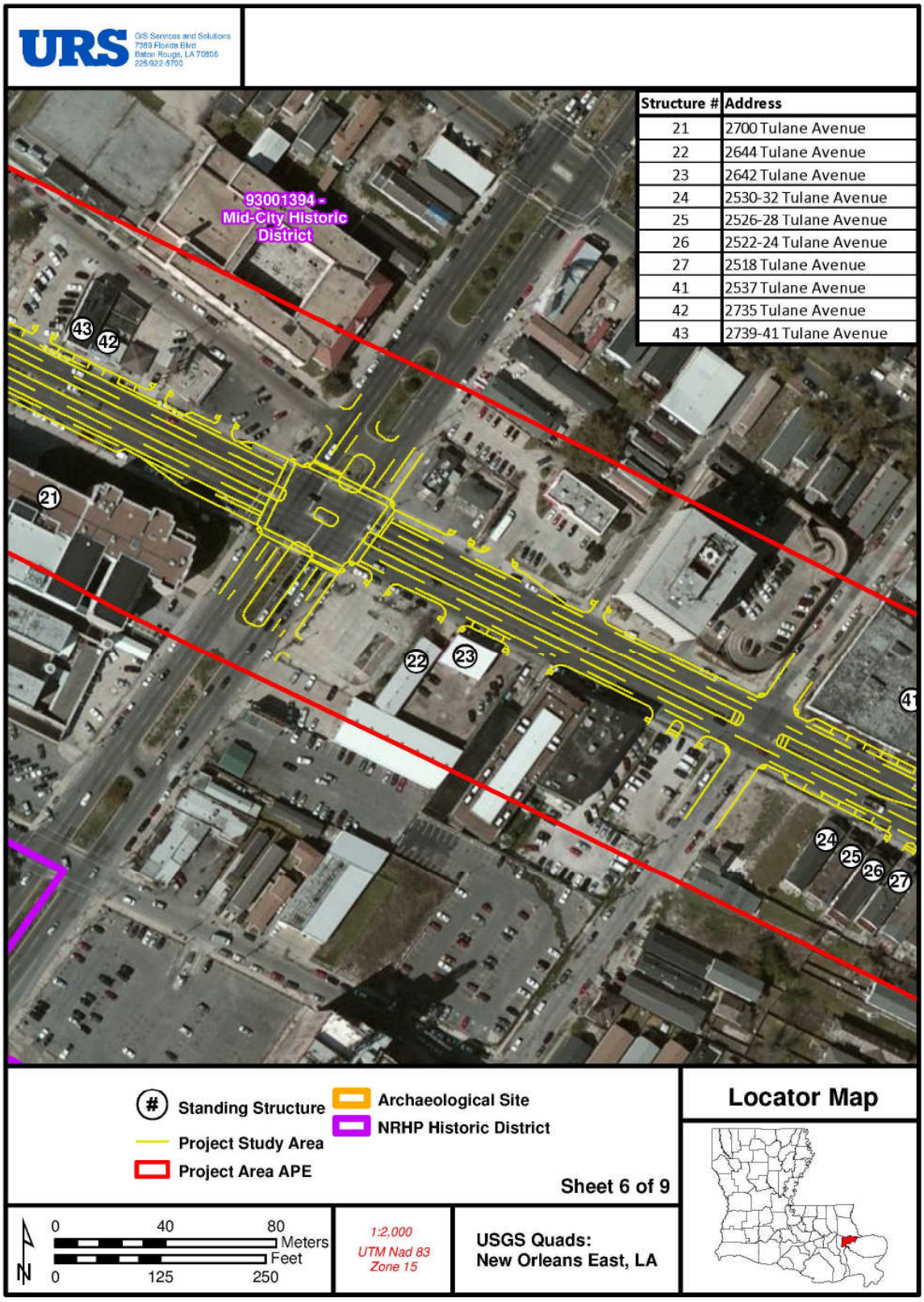


Figure 9: Project Area – Aerial Map 7 of 9

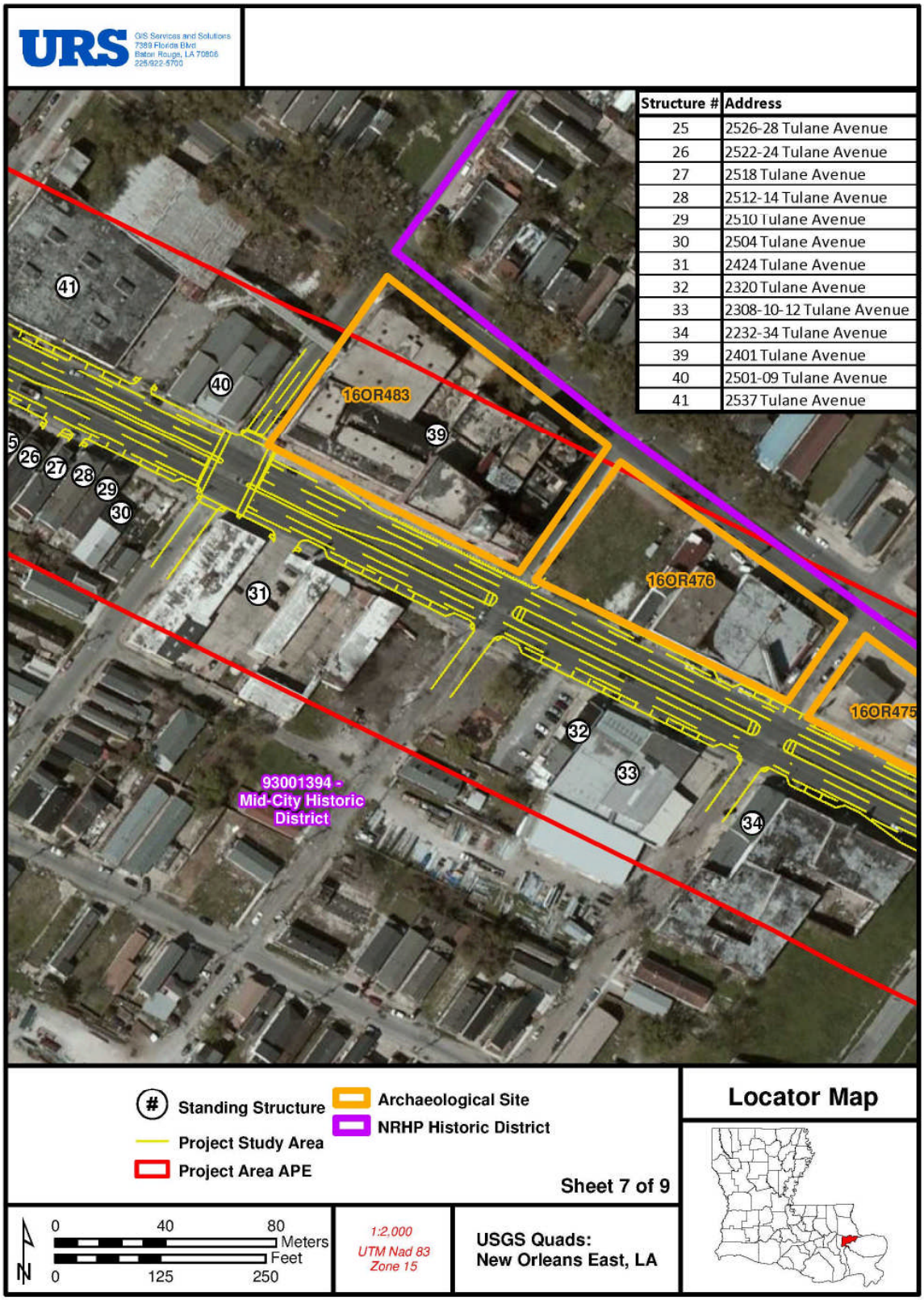


Figure 10: Project Area – Aerial Map 8 of 9

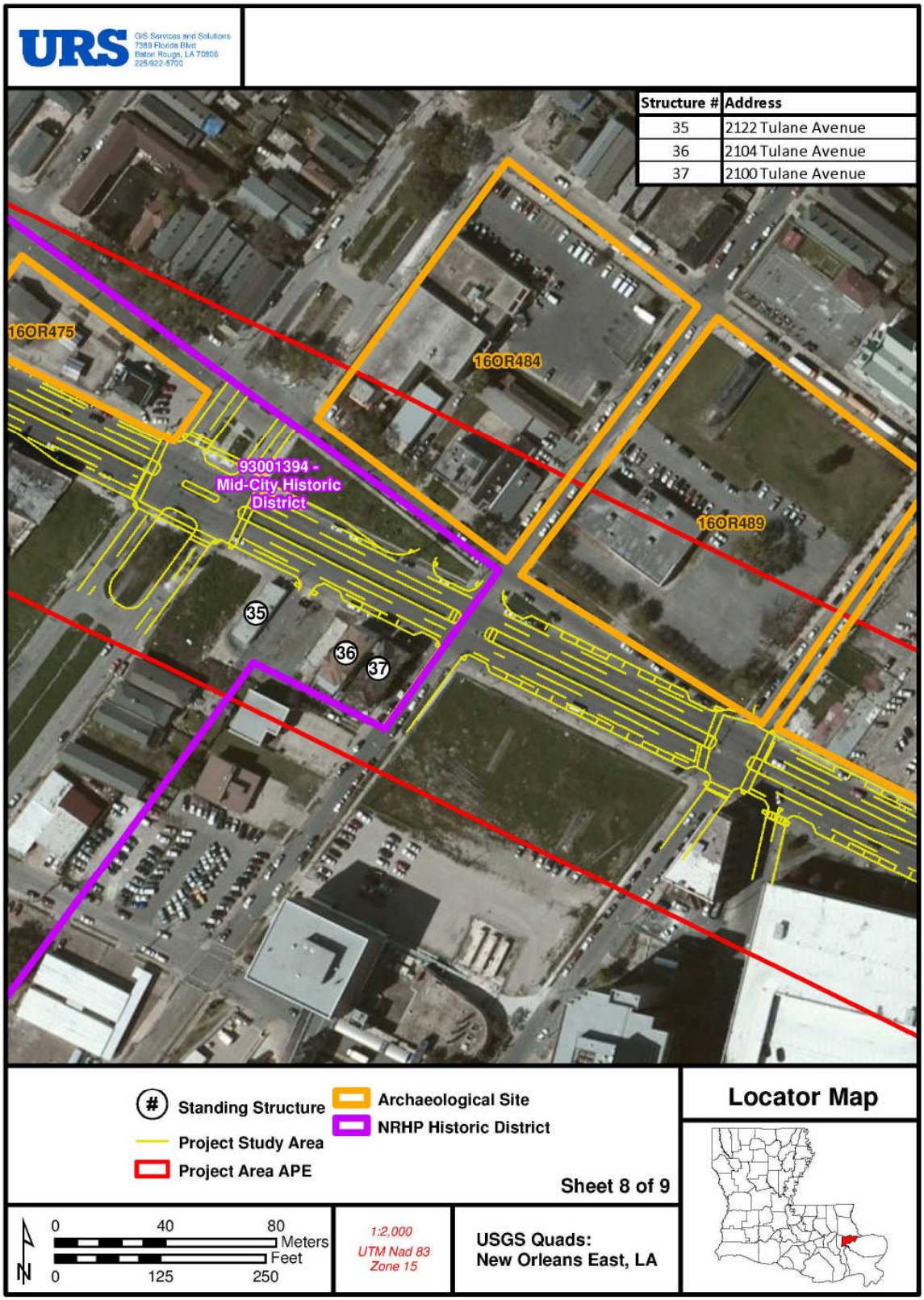
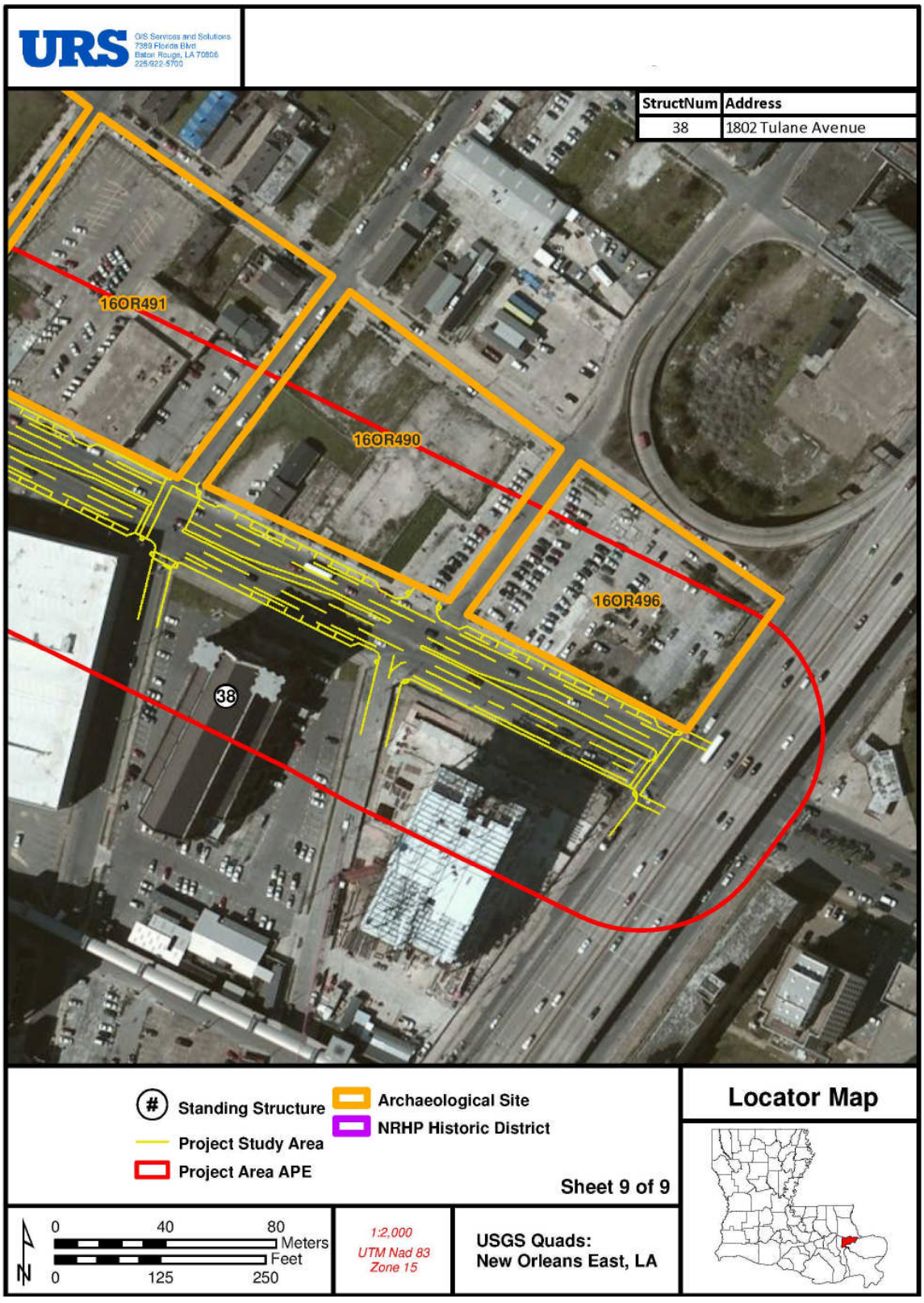


Figure 11: Project Area – Aerial Map 9 of 9



Appendix A - Description of All Historic Properties, US 61
(Tulane Avenue between South Carrollton Avenue and South Claiborne Avenue, New Orleans, Orleans Parish)

In reference to cardinal direction discussion on the following datasheets,
all properties to the lakeside of Tulane Avenue will be referred to as being situated to the north.
All properties to the riverside will be referred to as being situated to the south.

Structure No. 1: **4040 Tulane Avenue**
Fountainebleau Apartments and Storage
District Status: **Contributing (suggested Local Landmark)**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "The Fountainebleau complex consists of four Holdover International-style buildings that presently provide apartments and storage. The main building is eight stories in height and constructed of reinforced concrete. This building has a projecting concrete grid on the exterior delineating the units. A two-story building of concrete construction provides storage. Two additional four-story buildings are located at the rear of the lot. Both buildings are constructed of concrete with metal balconies fronting each story. Access to units is at the exterior via the balconies."

4040 Tulane Avenue, looking southwest.

4040 Tulane Avenue, looking west/southwest.

4040 Tulane Avenue, looking southeast.

Structure No. 1 (Continued)

4040 Tulane Avenue, looking south/southeast.

4040 Tulane Avenue, looking south.

Structure No. 2: **3940 Tulane Avenue**
Encore Night Club
District Status: **Noncontributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: Addressed as 3940 Tulane Avenue in New Orleans, The Encore Nightclub is heavily altered one-story concrete masonry unit (CMU) wall commercial building which is finished in painted stucco. Covered by a flat roof, the building consists of three parts: a one-story side wing on the south end of the building; a central section with a paired-leaf entrance and canopy; and an additional one-story side wing to the north which includes a double-door entrance covered by a braced canopy. The only physical evidence of an earlier structure is a concrete masonry unit side wall that is capped with tile coping. It is possible that the building underwent significant alterations to convert it to a nightclub. From the exterior, these alterations seem to be significant and possibly irreversible.

3940 Tulane Avenue, looking south.

3940 Tulane Avenue, looking southeast.

Structure No. 3: **3900 Tulane Avenue**
New Orleans Midtown Hotel
District Status: **Noncontributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Addressed as 3900 Tulane Avenue in New Orleans, The New Orleans Midtown Hotel is a free-standing (except for the single-wall abutment to the Encore Night Club) three-story downtown motel which was constructed around 1969. A commercial real estate record indicated a construction date of 1960, but the later date appears more likely. Therefore, the building likely is not fifty years of age or older and is documented in the 2011 Mid-City NRHD nomination update as Noncontributing. Architecturally, the structure appears worthy of recordation. The hotel is a notable example of a downtown motel which displays highly articulated architectural features that emulate early 19th century French Quarter architecture. Notable features present are the hotel's false Mansard roof and recessed *porte cochere* accessed via a brick archway. These arched openings continue along the street level where they are fitted with paired French doors surmounted by fanlights. A nearly-flat roof covers a three-tier gallery fronting four bays of the façade. Overlooking Tulane Avenue, this gallery is supported by ornamental metal supports. Laid up in a brick veneer, the three-and-one-half story building is of concrete masonry unit construction and is set on a concrete slab foundation. The hotel's false Mansard roof has a steep pitch and is covered with asphalt composition shingles and is pierced by twelve gable-front dormers fitted with six-over-six, double-hung sashes. Facing west, the front elevation consists French doors on the street level and six-over-six, double-hung sashes over paneled wood spandrels on the second and third floors. Heavy brick string courses run above the first and second floor levels. Multi-light entry doors of the hotel are located in the southeast corner and are accessed via the recessed *porte cochere*. The side elevations facing north and south feature brick walls with parapets extending above the finished roofline. Remarkably, the motel maintains its original form, massing, and original exterior architectural treatments.

The Roundtowner (later renamed the New Orleans Midtown Motel) was developed by F. Pat Quinn, Jr., a native of New Orleans. Quinn was a businessman and President of Quinn Construction Company. Besides being credited for the Roundtowner, Quinn also developed Le Pavillion Hotel, which was instrumental in the renaissance of Poydras Street. The downtowner also features the lobby paintings by Eugene "Gene" Leonard Daymude, a French Quarter artist whose paintings and murals adorned many local restaurants and hotels. Daymunde completed paintings for both Le Pavillion and the Roundtowner. The interior of the motel was not inspected as part of the URS field survey.

3900 Tulane Avenue, looking southeast.

Structure No. 3 (Continued)

3900 Tulane Avenue, looking south.

3900 Tulane Avenue, looking southwest.

Structure No. 4: **3734 Tulane Avenue**
Entergy
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Addressed as 3734 Tulane Avenue in New Orleans, New Orleans Public Service, Inc, Electric Distribution Division (today occupied by Entergy, Inc.) is a free-standing two-story public utility complex constructed around 1925. The building complex is documented in the 2011 Mid-City NRHD nomination update as Contributing. The complex is a well-maintained example of a utility complex rendered in factory-commercial architectural style. Notable features present are the building's brick parapet with a single elevated step centered over each wing and a concrete watertable, which provides the building with a color and material contrast. Laid up in a brick veneer, the two-story building is likely of masonry construction with a concrete slab foundation. Facing west, the front elevation consists of repetitive brick bays broken by slender brick pilasters that are crowned by a corbelled band adorning the upper façade. On the street level, a transom surmounts paired commercial doors. A cast-stone keyed surround featuring paired carriage lanterns identifies the two primary entrances facing Tulane Avenue. Windows on both floors are two-over-two, double-hung sashes which are arranged singly or in banks. Many are covered by roll-down hurricane shutters. The side elevations have the same architectural treatments as the primary façade. The inner facades (overlooking the equipment yard) are finished in stucco. The north and south wings are nearly identical in appearance and are separated by a stucco-finished wall that protects the open-air equipment yard located within. The complex maintains its original form, massing, and urban setting and exhibits a high degree of architectural integrity.

3734 Tulane Avenue, looking southeast.

3734 Tulane Avenue, looking southwest.

Structure No. 5: **3700 Tulane Avenue**
Entergy
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Addressed as 3734 Tulane Avenue in New Orleans, New Orleans Public Service, Inc, Electric Distribution Division (today occupied by Entergy, Inc.) is a free-standing two-story public utility complex constructed around 1925. The building complex is documented in the 2011 Mid-City NRHD nomination update as Contributing. The complex is a well-maintained example of a utility complex rendered in factory-commercial architectural style. Notable features present are the building's brick parapet with a single elevated step centered over each wing and a concrete watertable, which provides the building with a color and material contrast. Laid up in a brick veneer, the two-story building is likely of masonry construction with a concrete slab foundation. Facing west, the front elevation consists of repetitive brick bays broken by slender brick pilasters that are crowned by a corbelled band adorning the upper façade. On the street level, a transom surmounts paired commercial doors. A cast-stone keyed surround featuring paired carriage lanterns identifies the two primary entrances facing Tulane Avenue. Windows on both floors are two-over-two, double-hung sashes which are arranged singly or in banks. Many are covered by roll-down hurricane shutters. The side elevations have the same architectural treatments as the primary façade. The inner facades (overlooking the equipment yard) are finished in stucco. The north and south wings are nearly identical in appearance and are separated by a stucco-finished wall that protects the open-air equipment yard located within. The complex maintains its original form, massing, and urban setting and exhibits a high degree of architectural integrity.

3700 Tulane Avenue, looking southwest.

3700 Tulane Avenue, looking southeast.

Structure No. 6: **3610 Tulane Avenue**
Sweets Inn Motel
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: The Mid-City National Register Historic District Nomination (2011 update) states: This two-story motel is Everyday Modern in style. The motel is of wood-frame construction clad in brick veneer and aluminum siding. A flat roof with metal coping covers the building. Units are accessible via single-leaf paneled doors. Walls are further punctuated with sliding windows. The second floor is accessible via an exterior stair and balcony. The balcony has a metal railing. A brick pier is sited at the street end of the motel with stylized lettering that reads "Motel." A small administration room, original to the motel, is located in front of the brick pier.

While conducting newspaper background research (*Times-Picayune*), URS architectural historians determined that the motel was originally named "The Plaza Motel" and that the building was constructed in 1956.

3610 Tulane Avenue, looking southeast.

3610 Tulane Avenue, looking south.

Structure No. 7: **3602-04 Tulane Avenue**
Metropolitan Treatment Center
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: Addressed as 3602-3604 Tulane Avenue in New Orleans, The Metropolitan Treatment Center is a heavily altered raised basement house which once served as a treatment facility. The house is documented in the 2011 Mid-City NRHD nomination update as Contributing. The two-story house is set on a raised concrete masonry unit wall which is finished in painted stucco. Notable features present are the house's front-gable main roof which features diamond-patterned wood shingles and a single opening within the gable face. The pent-roof front porch has been enclosed with vertical boards. A few of these boards are missing, and one can see through the opening to learn that the façade maintains its original wide-exposure wood shiplap siding. The side elevation facing south and lower level storefront are sheathed in vinyl (replacement) siding. Facing east, the front elevation consists of a full-width enclosed porch set atop two street-level entries. The side elevation facing south is fenestrated by one-over-one, double-hung vinyl (foreshortened) replacement windows crowned by infilled spandrels. The house has lost its exterior architectural integrity. It is also superimposed by an open steel frame structure supporting a billboard.

3602-04 Tulane Avenue, looking south.

3602-04 Tulane Avenue, looking southeast.

Structure No. 8: **3522 Tulane Avenue**
Rose Inn Motel
District Status: **Noncontributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: Addressed as 3522 Tulane Avenue in New Orleans, the Rose Inn Motel (originally the Crescent Motel) is a two-story motel rendered in a commercial Modernist style. The motel is documented in the 2011 Mid-City NRHD nomination update as Noncontributing. The motel is of masonry construction and clad in a rough-faced brick veneer. A flat roof with a metal coping covers the bar-shaped building. The individual motel rooms are accessed via single-leaf paneled doors. Walls are further punctuated with horizontal, sliding-sash windows. The second floor is accessible via an exterior stair and balcony. The balcony features slatted "screening" as well as a metal hand and guard railing. An engaged and canted ashlar stone buttress and sign panel is sited at the street end of the motel with stylized lettering that reads "Tel." Apparently, this sign panel has been truncated. Across the hotel parking lot sits a free-standing office and restaurant which has undergone renovations to include the replacement of its windows with vinyl sashes.

While conducting newspaper background research, URS architectural historians determined that the motel was originally named "The Crescent Motel" and that the building was constructed in 1958.

3522 Tulane Avenue, looking southwest.

3522 Tulane Avenue, looking south/southeast.

Structure No. 8 (Continued)

3522 Tulane Avenue, looking south/southeast.

3522 Tulane Avenue, looking southeast.

Structure No. 9: **North side neutral ground of S. Jefferson Davis Parkway and Tulane Avenue General Albert Pike statue**
District Status: **n/a**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: This granite statue is composed of a concrete sub-base, granite base, pier with inscription, and a bronze bust depicting General Albert Pike. The inscription reads, "GEN. ALBERT PIKE // CONFEDERATE STATES ARMY // 1809-1891 // SOLDIER-PHILOSOPHER-SCHOLAR // GRAND COMMANDER, SUPREME COUNCIL // 33° ANCIENT // AND ACCEPTED SCOTTISH // RITE OF FREEMASONRY, SOUTHERN // JURISDICTION, U.S.A. 1859-1891 // ERECTED APRIL 27, 1957 BY THE // GRAND CONSISTORY OF LA., 32° ANCIENT // AND ACCPETED SCOTTISH // RITE OF // FREEMASONRY TO COMMEMORATE THE // SESSION OF THE SUPREME COUNCIL, 33° // A.A.S.R. HELD IN NEW ORLEANS ON // APRIL 25, 1857. WHEN GEN. ALBERT PIKE // WAS CORONATED A 33° MASON AND // INSPECTOR GENERAL HONORARY."

General Albert Pike statue, looking southwest.

General Albert Pike statue, looking southeast.

Structure No. 10: **3326 Tulane Avenue**
The Original Brown Derby
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story commercial building and former gas station is Everyday Modern in style. The building is of reinforced concrete construction with poured concrete exterior walls. A flat roof with metal coping and overhanging eaves covers the building. The roof extends over the parking area."

3326 Tulane Avenue, looking south.

3326 Tulane Avenue, looking southeast.

Structure No. 11: **3308 Tulane Avenue**
Marine Building
District Status: **Contributing (suggested Local Landmark)**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This six-story commercial building is Modular Grid Modern. The building has a reinforced concrete frame with exterior concrete walls on the upper floors. The first floor is inset with curtain walls. Pilotis support the upper floors. An angular awning shelters the three double-leaf glazed metal doors on the facade. Upper floors are punctuated with window bands; bands are composed of fixed-light, metal sash windows. A drive-thru is located on one side elevation."

While conducting newspaper and internet-based background research, URS architectural historians determined that the Marine Building was originally the National Bank of Commerce, Tulane Branch and that the building was constructed in 1956. Further, *Regional Modernism New Orleans Archives* states, "In 1956 construction began on National Bank of Commerce Tulane Avenue branch near Jefferson Davis Parkway. Architects Curtis and Davis designed the office building with ample natural light for the 7300 SF of office space on each of the six floors. The cantilevered zig zag entrance canopy provided minimal ornamentation to an otherwise simplistic facade. Construction was completed in 1958 by R.P. Farnsworth and Company." *Regional Modernism New Orleans* cites the *Times-Picayune*, 05-16-1956 and 10-17-1958 as its sources. Regarded as a suggested Landmark, the NBC Bank, Tulane Branch is a fine example of regional modernism and a surviving mid-century design of architect, Nathaniel "Buster" Curtis, the designer of the Louisiana Superdome and principal in the distinguished firm of Curtis & Davis.

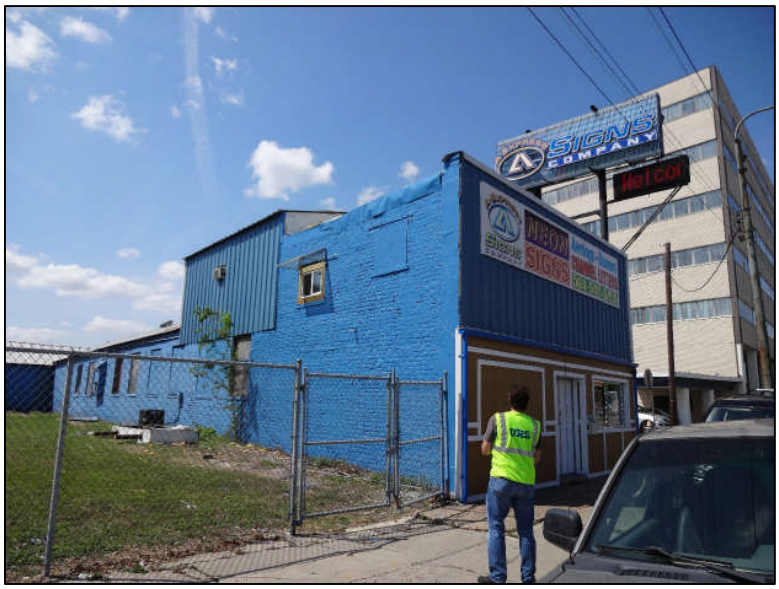
3308 Tulane Avenue, looking southwest.

3308 Tulane Avenue, looking southeast.

Structure No. 12: **3240Tulane Avenue**
A. Express Signs
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3240 Tulane Avenue in New Orleans, A. Express Signs is heavily altered one-story, load-bearing painted brick structure featuring an eleven-course American brick bond wall. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Covered by a nearly flat roof (front section of building), notable features include a commercial storefront façade which has undergone significant changes. The upper façade is clad in metal panels, and the lower façade features a single-leaf replacement door flanked by one plate-glass window. The remainder of the lower façade is covered in stucco-covered plywood. The central portion of the building has a "pop up" front-gable accretion, whereas the back of the building is sheltered by a secondary gable roof. The farthest reach of the building (to the west) is covered by a side-gable roof. Windows have either been replaced or ghosted by infill materials. From the exterior, these alterations seem to be significant but possibly not irreversible.



3240 Tulane Avenue, looking southwest.

3240 Tulane Avenue, looking southeast.

Structure No. 13: **3230-32 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Built on a rectangular plan, the residence addressed as 3230-32 Tulane Avenue in New Orleans was constructed around 1885 and is an example of a Shotgun Double with facade elements rendered in the Eastlake style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and twin-gable, full-width porch covering the two outboard entry doors and two inboard full-height windows. The decorative twin-gables of front porch are supported by four turned wood posts. Sheathed in wide-exposure shiplap siding, the one-story building is of wood-frame construction and is set on brick piers. The house's front-gable main roof has a moderate-to-steep pitch. A single multi-light window is positioned in the upper façade. Facing east, the façade is heavily ornamented with wood architectural elements such as moulded cornice treatments, scalloped barge boards, a spindle valance, molded hoods over the doors and windows, and decorative wood quoins. The side elevation facing south is fenestrated by four shuttered window openings. The house maintains its original form, massing, and architectural detailing, all in a remarkable state of integrity.

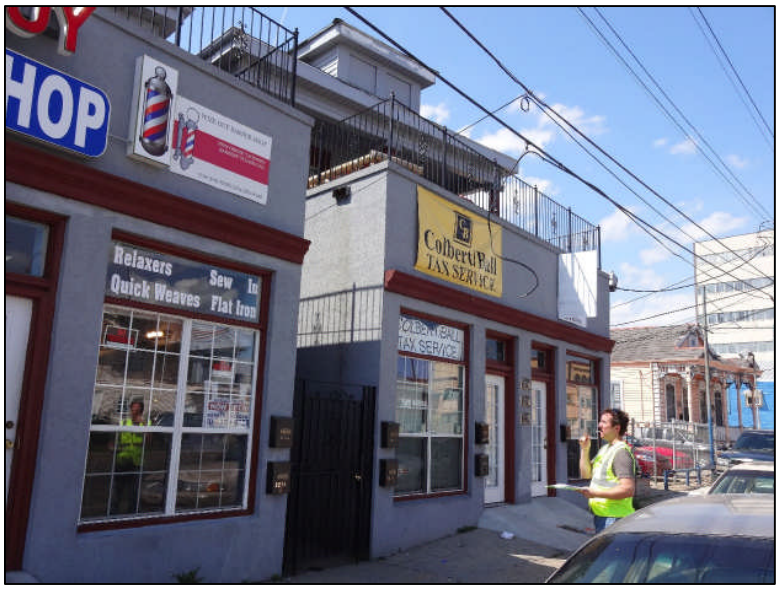
3230-32 Tulane Avenue, looking south.

3230-32 Tulane Avenue, looking southwest.

Structure No. 14: **3216-18 Tulane Avenue**
Colbert Ball Tax/ Idea Event Planning
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Built on a rectangular plan, the residence and commercial-retail business (Colbert Ball Tax/Idea Event Planning) addressed as 3216-18 Tulane Avenue in New Orleans was constructed around 1905 with a likely commercial-retail addition possibly dating to the 1920s. The house and business is an example of a Raised Basement House with a commercial storefront front addition. The house features elements of the turn-of-the century Classical Revival style whereas the storefronts are of early-twentieth century commercial design. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main hip roof adorned on the front pitch with a hip-roof dormer opened with a pair of boarded windows. The upper level of a full-width recessed porch is unencumbered by the one-story commercial addition below. The upper façade has two outboard two-over-two, double-hung windows but no door. The porch is carried by three classical columns of the Italian Scamozzi Ionic. Sheathed in vinyl replacement siding, the two-story building is of wood-frame construction and is set on rough-faced masonry piers. The house's hip roof has a moderate-to-steep pitch. The street-level façade of the commercial storefronts are opened by paired replacement windows with faux-muntins crowned by transoms. A pair of single-leaf inboard entry doors is replacements as well. A single molded cornice graces the façade just below the sign panel, and a metal replacement guard rail protects the uncovered roof deck. The side elevation facing south is fenestrated by vinyl replacement windows. The house maintains its original form and massing, but many of the exterior elements are replacements. This house and commercial-retail building is nearly identical in original form (and via renovations) to Standing Structure #15.



3216-18 Tulane Avenue, looking southwest.

Structure No. 15: **3212-14 Tulane Avenue**
Wize Guy Barber Shop
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Built on a rectangular plan, the residence and commercial-retail business (Wize Guy Barber Shop) addressed as 3212-14 Tulane Avenue in New Orleans was constructed around 1905 with a likely commercial-retail addition possibly dating to the 1920s. The house and business is an example of a Raised Basement House with a commercial storefront front addition. The house features elements of the turn-of-the century Classical Revival style whereas the storefronts are of early-twentieth century commercial design. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main hip roof adorned on the front pitch with a hip-roof dormer opened with a pair of boarded windows. The upper level of a full-width recessed porch is unencumbered by the one-story commercial addition below. The upper façade has four two-over-two double-hung windows but no door. The porch is carried by three classical columns of the Italian Scamozzi Ionic. Sheathed in vinyl replacement siding, the two-story building is of wood-frame construction and is set on rough-faced masonry piers. The house's hip roof has a moderate-to-steep pitch. The street-level façade of the commercial storefronts are opened by paired replacement windows with faux-muntins crowned by transoms. A pair of single-leaf inboard entry doors is replacements as well. A single molded cornice graces the façade just below the sign panel, and metal replacement guard rail protects the uncovered roof deck. The side elevation facing north is fenestrated by vinyl replacement windows. The house maintains its original form and massing, but many of the exterior elements are replacements. This house and commercial-retail building is nearly identical in original form (and via renovations) to Standing Structure #14.

3212-14 Tulane Avenue, looking southwest.

Structure No. 16: **3204 Tulane Avenue**
K & T Food Store
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3204 Tulane Avenue in New Orleans, The K & T Food Store is a heavily altered Raised Basement house with a lower-level converted into a neighborhood food store. The house is documented in the 2011 Mid-City NRHD nomination update as Contributing. The Raised Basement house is set on a raised masonry wall which is finished in artificial stucco. Notable features present are the house's clipped-gable main roof which features a small window the gable face. The roof has exposed rafter tails suggesting elements of the Craftsman style. The building probably once featured a front porch, but was likely removed during a subsequent renovation to convert the lower level into a store. The side elevation facing south and the upper level storefront are sheathed in vinyl (replacement) siding. Facing east, the front elevation consists of an attached shed-roof cantilevered canopy sheltering two entries. The side elevation facing south is fenestrated by a four-over-four double-hung window. The house has lost most of its exterior architectural integrity.

3204 Tulane Avenue, looking southwest.

Structure No. 17: **3200 Tulane Avenue**
En-Tise Club
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3200 Tulane Avenue in New Orleans, the En-Tise Club is a remarkably intact commercial-retail building which is rendered in the Art Deco/Moderne style. Situated on a prominent corner, the building appears to have been a bank (or of similar usage). The building is documented in the 2011 Mid-City NRHD nomination update as Contributing. The building is finished in stucco and may be of masonry or concrete construction. Notable features present are the building's flat roof with a coping featuring three setbacks. A canted corner is adorned with clustered reeding that terminates at a corner window opening which is protected by an ornamental security grille with chevron-like patterns, presumably original to the building's initial construction. Facing east, the front elevation consists of an altered two-leaf entrance surmounted by a transom and cased with a round-edged stepped molding that echoes the coping of the parapet. A watertable is indicated by a two-tone paint scheme. The side elevation facing south is fenestrated by a four single-unit windows which are obscured by security grilles. The building retains most of its exterior architectural integrity.

3200 Tulane Avenue, looking southwest (close up).

3200 Tulane Avenue, looking southwest.

Structure No. 18: **2836 Tulane Avenue**
Le Petite Hotel
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "The motel is a complex of two Modular Grid Modern buildings. Buildings are of concrete construction with parged exterior walls. Both buildings are covered by shallow side-gabled roofs clad in asphalt shingles. Roofs have overhanging eaves. Units are accessible via single-leaf panel doors. Units also have sliding metal windows. The second story of each building is accessible via an exterior stair leading to a balcony. Balconies have metal posts and metal balustrades with ornamental panels."

2836 Tulane Avenue, looking southeast. (East building)

2836 Tulane Avenue, looking southwest. (West building)

Structure No. 19: **2820 Tulane Avenue**
Patio Hotel
District Status: **Noncontributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Addressed as 2820 Tulane Avenue in New Orleans, the Patio Motel is a three-story motel rendered in a commercial Modernist style. The motel is documented in the 2011 Mid-City NRHD nomination update as Noncontributing (probably due to alterations). The motel is raised on an open concrete frame foundation to accommodate covered parking on the street level. Decorative tiling, in concert with the Spanish "Patio" theme is applied in the interior court and within the parking area. The building is clad in a painted brick veneer and features double-height vertical window bay frames. Windows are ornamented with metal balcony railings and carriage lamps. A flat roof covers the rectangular-plan building. A rounded awning with the motel's name courses along street-level.

While conducting newspaper background research, URS architectural historians determined that the motel was originally constructed in 1962. Over the years, and primarily due to renovations and neglect, the motel has lost a substantial degree of its exterior architectural integrity.

2820 Tulane Avenue, east half of building, looking southwest.

2820 Tulane Avenue, west half of building, looking southwest.

Structure No. 20: **2800 Tulane Avenue**
Brechtel Building
(Lee's Grill and Seafood)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story Everyday Modern building has exterior brick walls and is capped by a flat roof. The roof has metal coping and overhanging eaves. A single-leaf glazed entrance provides access to the building. The first story features metal-frame storefront windows. The second story is punctuated with fixed, single-light metal sashes with pebbled spandrel panels below. Raised metallic lettering on the building reads *Brechtel Building*."

2800 Tulane Avenue, looking southeast, close-up.

2800 Tulane Avenue, looking southwest.

Structure No. 21: **2700 Tulane Avenue**
Criminal Courts Building
District Status: **Listed on National Register**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheets 5 and 6

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "Neo-classical structure with Art Deco wings; built in 1929 according to the design of Diboll & Owens." The National Register nomination is on file at the Louisiana State Historic Preservation Office.

2700 Tulane Avenue, looking west.

2700 Tulane Avenue, looking southwest.

Structure No. 22: **2644 Tulane Avenue**
Commercial (unknown)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 6

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story commercial building is an Everyday Modern building. The building's façade is finished with square glazed tile. The façade is punctuated with a single-leaf entrance and a garage entrance with a roll-up door and metal grate. A flat roof with overhanging eaves covers the building."

2644 Tulane Avenue, looking south.

2644 Tulane Avenue, looking south/southeast.

Structure No. 23: **2642 Tulane Avenue**
Johnson's Income Tax Service
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 6

Description: Addressed as 2642 Tulane Avenue in New Orleans, Johnson's Income Tax Service is a two-story free-standing concrete masonry unit structure featuring a brick veneer façade with both running bond and limited areas of stack bond. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Covered by a flat roof, notable features include a recessed and canted commercial storefront façade which is indicative of mid-century commercial Modernism. The upper façade contains two-light fixed sashes, and the lower façade features two storefronts, each with single-leaf replacement doors flanked by pairs of plate-glass windows. The remainder of the lower façade is covered in stucco-covered plywood. The side elevation facing south features painted CMU walls, a single window and a single door. With the exception of the door replacements, the building retains most of its exterior architectural integrity.

2642 Tulane Avenue, looking southwest.

Structure No. 24: **2530-32 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 6

Description: Built on a rectangular plan, the residence addressed as 2530-32 Tulane Avenue in New Orleans was constructed around 1925 and is an example of a Shotgun Double with facade elements rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width recessed porch covering two entry doors, each with sidelights. The recessed front porch is supported by paired tapered, half-height wood box columns resting on brick pedestals. Sheathed in vinyl replacement siding, the one-story building is of wood-frame construction and is set on brick piers. The house's front-gable main roof has a low-to-moderate pitch. A single window (ghosted) is positioned in the upper façade. Facing east, the building features a projecting eave with exposed rafter tails, purlins, and boxed porch beams. The side elevation facing north is fenestrated by six plywood-boarded window openings. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary changes include the replacement of the front doors and the boarding of window openings.

2530-32 Tulane Avenue, looking south.

2530-32 Tulane Avenue, looking south/southwest.

Structure No. 24 (Continued)

2530-32 Tulane Avenue, looking southeast.

Structure No. 25: **2526-28 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheets 6 and 7

Description: Built on a rectangular plan, the residence addressed as 2526-28 Tulane Avenue in New Orleans was constructed around 1925 and is an example of a Shotgun Double with facade elements rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width attached hip roof porch covering two outboard entry doors, each with transoms and sidelights as well as two inboard multi-light windows surmounted by transoms. The attached front porch is supported by paired tapered, half-height wood box columns ornamented with strap-molding and resting on brick pedestals. Sheathed in weatherboard siding, the one-story building is of wood-frame construction and is set on brick piers. The house's front-gable main roof has a moderate pitch. A single multi-light window is positioned in the upper façade, itself ornamented with false half-timbering and stucco. Facing east, the building features a projecting eave with exposed rafter tails, shaped purlins, and boxed porch beams. The porch has an exposed joist ceiling as well as shaped rafter tails. The side elevation facing north is fenestrated by two-over-two, double-hung window openings. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary change to the house is the replacement of the front doors.

2526-28 Tulane Avenue, looking south/southwest.

Structure No. 26: **2522-24 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheets 6 and 7

Description: Built on a rectangular plan, the residence addressed as 2522-24 Tulane Avenue in New Orleans was constructed around 1925 and is an example of a Raised Basement Shotgun Double with facade elements rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width attached hip roof porch covering two outboard entry doors, each with transoms and as well as two inboard multi-light windows surmounted by transoms. The attached front porch is supported by tapered, half-height wood box columns ornamented with strap-molding and resting on brick pedestals. A straight run of concrete steps is positioned in the center of the façade. Sheathed in weatherboard siding, the raised basement building is of wood-frame construction and is set on masonry piers with stucco-covered infill. The house's front-gable main roof has a moderate pitch. A single knee-brace bracket is positioned in the upper façade, itself ornamented with false half-timbering and stucco. Facing east, the building features a projecting eave with exposed rafter tails, and boxed porch beams. The porch has shaped rafter tails. The side elevation facing north is fenestrated by six-over-one, double-hung window openings. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary changes include the replacement of the front doors on the basement level.

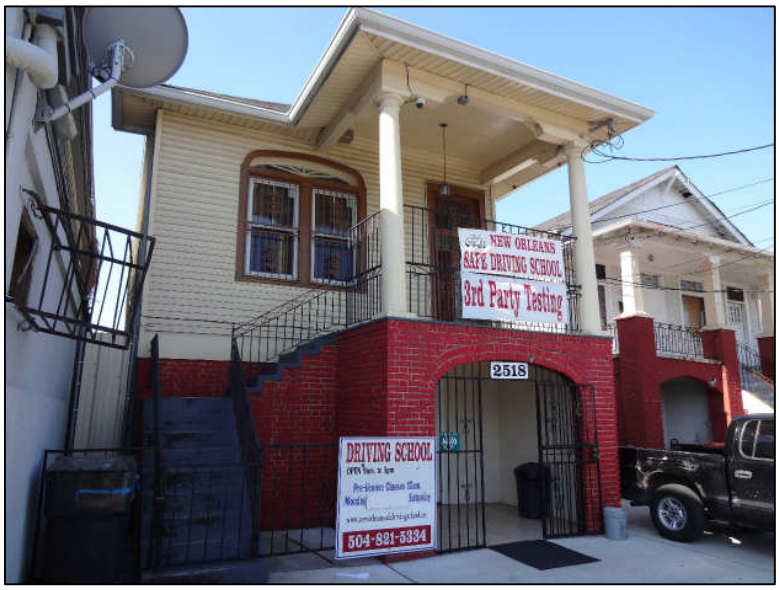
2522-24 Tulane Avenue, looking south.

2522-24 Tulane Avenue, looking southwest.

Structure No. 27: **2518 Tulane Avenue**
New Orleans Safe Driving School
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheets 6 and 7

Description: Built on a rectangular plan, the residence addressed as 2518 Tulane Avenue in New Orleans was constructed around 1920 and is an example of a Raised Basement house with facade elements rendered in the Classical Revival style. The building has since been converted to a commercial usage. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's hip main roof and half-width attached hip roof porch covering a single-leaf entry door surmounted by a transom and part of a paired window capped by a fan transom. The front porch is supported by attenuated Tuscan columns resting on the sides of a brick arched entryway. An L-shaped run of concrete steps is positioned on the south end of the façade. Sheathed in vinyl replacement siding and brick veneer, the raised basement building is of wood-frame construction. The house's main hip roof has a moderate pitch. Facing east, the building features a projecting eave with vinyl covered soffits and boxed porch beams. The side elevation facing north is fenestrated by two-over-two, double-hung vinyl replacement windows. The house maintains its original form, massing, and some of its architectural detailing. The primary changes include the replacement of the doors, windows and siding.



2518 Tulane Avenue, looking south/southwest.

Structure No. 28: **2512-14 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: Built on a rectangular plan, this Apartment building addressed as 2512-14 Tulane Avenue in New Orleans was constructed around 1915 with a complete commercial façade replacement likely dating to the mid-1950s. It is possible that this building once was a free-standing Raised Basement house. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. The sides of the house (beyond the façade and first side bays) feature elements that are from the first period of the building's construction: weatherboard siding, two-over-two, double-hung windows and a wood molded cornice. The mid-century commercial modernist façade features a stucco-finished masonry exterior, horizontal banding above windows, and an altered commercial storefront. Windows on the façade are tripled, whereas on the north side they are one-over-one, double-hung replacements. Security grilles cover the two single-leaf inboard entries. Outboard storefronts are boarded. The building maintains its original form and massing, but the façade appears to have been altered.

2512-14 Tulane Avenue, looking southeast.

Structure No. 29: **2510 Tulane Avenue**
Avery's Poboys
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: Addressed as 2510 Tulane Avenue in New Orleans, Avery's Po-Boys was constructed around 1915 as a commercial storefront building with apartments situated above. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. The early-twentieth century commercial façade features a stucco-finished exterior; two pairs of one-over-one windows crowned by fan transoms on the upper level and an altered commercial storefront with security grilles on the street level. The elevation facing south features weatherboard siding and a variety of window types. The building is covered by a hip roof sheathed in asphalt shingles. The building maintains its original form and massing, but the lower façade's storefronts appear to have been altered.

2510 Tulane Avenue, looking southwest.

Structure No. 30: **2504 Tulane Avenue**
Commercial (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: Addressed as 2504 Tulane Avenue in New Orleans, this (presently vacant) light industrial/commercial building was constructed around 1960. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Built on a rectangular plan, the structure is covered by a front-gable roof. Superimposed on the main gable section is one-story CMU-wall projection covered by a projecting flat roof and exhibiting a spare utilitarian styling. The facade features a bank of four windows on the south end of the façade; a single-leaf entry centered on the façade; and a garage door on the north end of the façade. The building maintains its original form and massing, but the lower façade's architectural features appear to have been altered. Indicative of its use, this structure was built with little stylistic or architectural pretension.

2504 Tulane Avenue, looking south.

Structure No. 31: **2424 Tulane Avenue**
Motel Capri
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This Everyday Modern motel is a complex of three buildings. The buildings have exterior Flemish-bond brick walls with a projecting soldier brick pattern on the street-facing and rear elevations. The side walls are of flush brick; unit doors punctuate the interior walls. Each building is covered with a flat roof and metal coping. All units are accessible from the exterior. Balconies with metal railings and posts are located along the second story of each building. Roofs extend over the balconies. Units have single-leaf paneled doors and a combination of fixed metal-sash and 2/2 double-hung windows. A large motel sign is situated at the end of one of the buildings and adjacent to the small first story reception area at Tulane Avenue."

URS architectural historians are supplementing this entry with the following information: the motel was designed by Patrick M. Allison.

2424 Tulane Avenue, east building, looking southeast.

2424 Tulane Avenue, west building, looking southwest.

Structure No. 31 (Continued)

2424 Tulane Avenue, east building, looking southwest.

2424 Tulane Avenue, west building, looking southeast.

Structure No. 32: **2320 Tulane Avenue**
Am. Escott Building
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story commercial building is Everyday Modern in style. The building is of concrete-block construction with permastone on the facade. A flat roof with metal coping and a parapet covers the building. Fenestration consists of fixed, single-light metal sashes, multi-light metal-sash awning windows, and glass block in window openings. A single-leaf glazed metal door provides access to the building. The building has a one-story garage addition, which is set back from the street."

2320 Tulane Avenue, looking southwest.

2320 Tulane Avenue, looking southeast.

Structure No. 33: **2308-10-12 Tulane Avenue**
New Orleans Glass Company
District Status: **Contributing (2310 only)**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story Everyday Modern commercial building has exterior brick walls and is covered by a flat roof with a stepped parapet and metal coping. The storefront windows and entrances have been reconfigured. The two single-leaf glazed metal entrances are located in the outer bays; one entrance has a gabled metal hood above. The second story features fixed-light metal-sash windows. Window openings have raised brick surrounds. A one-story storage addition is located on a side elevation and fronts Tulane Avenue."

2308-10-12 Tulane Avenue, looking southeast.

2308-10-12 Tulane Avenue, looking southeast.

Structure No. 33 (Continued)

2308-10-12 Tulane Avenue, looking southwest.

Structure No. 34: **2232-34 Tulane Avenue**
Tulane Loans/Maximum Staffing LLC
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: Built on a rectangular plan, this Commercial-Retail building addressed as 2232-34 Tulane Avenue in New Orleans was constructed around 1920. Today a commercial building (possibly with apartments above), it is possible that this building once was a free-standing Raised Basement house. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's clipped-gable main roof with a full pediment and pent and pair of commercial storefronts on the lower level. Except for a pair of six-light fixed sashes lighting the attic space, the building has received replacement windows, doors, storefronts, siding, and asphalt shingles. Little-to-no original exterior fabric remains. The building is overshadowed on the south and west sides by a new multi-story apartment building.

2232-34 Tulane Avenue, looking south.

2232-34 Tulane Avenue, looking southeast.

Structure No. 35: **2122 Tulane Avenue**
World Famous Anita's Grill
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 8

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story Everyday Modern commercial building is of concrete-block construction clad in brick veneer. A flat roof with metal coping covers the building. The facade is inset under the roof, which is supported at one end with a tiled concrete pilaster resembling a screen. The facade is a curtain wall of storefront windows and a single-leaf glazed metal door."

2122 Tulane Avenue, looking southeast.

2122 Tulane Avenue, looking southwest.

Structure No. 36: **2104 Tulane Avenue**
Residential (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 8

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story, no-style residential building's façade was altered at an unknown time but is presumed to be a historic alteration. The façade is covered with a flat wood storefront that rises above the roofline with a stepped parapet. A single-leaf entrance is located on this elevation. Side elevations are clad in wood siding and punctuated with window openings. Openings hold 6/6 double-hung, wood-sashes."

2104 Tulane Avenue, looking southwest.

2104 Tulane Avenue, looking southeast.

Structure No. 37: **2100 Tulane Avenue**
Residential (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 8

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story residential building displays elements of the Craftsman style. The building is clad in stucco and capped by a cross gable roof with overhanging eaves, exposed rafters, and brackets. Window openings are finished with dark wood trim and hold multi-light wood windows. The entrance has been modified over time and is presently secured with plywood. The entrance bay is sheltered by a non-historic metal awning."

2100 Tulane Avenue, looking southeast.

2100 Tulane Avenue, looking southwest.

Structure No. 38: **1802 Tulane Avenue**
St. Joseph Roman Catholic Church
District Status: **Contributing (Local Landmark)**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 9

Description: Addressed as 1802 Tulane Avenue in New Orleans, St. Joseph Roman Catholic Church is a Landmark. Please see attached Landmark documentation from the New Orleans Historic Districts Landmarks Commission.

1802 Tulane Avenue, looking southwest.

1802 Tulane Avenue, looking southeast.

Structure No. 39: **2401 Tulane Avenue**
Dixie Brewery Company
District Status: **Contributing (Local Landmark)**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: Addressed as 2401 Tulane Avenue in New Orleans, the Dixie Brewery is a Landmark. Please see attached Landmark documentation from the New Orleans Historic Districts Landmarks Commission.

2401 Tulane Avenue, main building, looking northwest.

2401 Tulane Avenue, main building, looking north.

Structure No. 39 (Continued)

2401 Tulane Avenue, looking northeast.

2401 Tulane Avenue, west building, looking northeast.

2401 Tulane Avenue, looking southeast. Taken on S. Rocheblave Street.

2401 Tulane Avenue, looking southeast. Taken on S. Rocheblave Street.

Structure No. 40: **2501-09 Tulane Avenue**
Joe's Lawnmower Shop
District Status: **Contributing (2501)/Noncontributing (2509)**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: Addressed as 2501-09 Tulane Avenue in New Orleans, this lawnmower shop consists of an ad-hoc accretion of structures built over several decades of the twentieth century. Due to the multi-layered nature of the changes, it is difficult to determine the exact period of origin or the nature and extent of subsequent additions and modifications. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. What appears to be the main core of the building is covered by a front-gable roof. The rear portion of this building is finished in stucco and fenestrated with metal factory sashes. Superimposed on the main gable section and facing west on Tulane Avenue is a boxy, flat-roof structure which is finished in stucco below and in metal panels on the upper façade. The façade features a variety of window types and a paired-leaf commercial entry positioned on a canted corner. Attached to the north side of complex is a heavily altered Noncontributing shotgun house (addressed as 2509 Tulane Avenue) which has been absorbed into the business**.**

For shotgun attached to Joe's Lawnmower Shop - Addressed as 2501-09 Tulane Avenue in New Orleans, this lawnmower shop consists of an ad-hoc accretion of structures built over several decades of the twentieth century. Due to the multi-layered nature of the changes, it is difficult to determine the exact period of origin or the nature and extent of subsequent additions and modifications. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. What appears to be the main core of the building is covered by a front-gable roof. The rear portion of this building is finished in stucco and fenestrated with metal factory sashes. Superimposed on the main gable section and facing west on Tulane Avenue is a boxy, flat-roof structure which is finished in stucco below and in metal panels on the upper façade. The façade features a variety of window types and a paired-leaf commercial entry positioned on a canted corner. Attached to the north side of complex is a heavily altered Noncontributing shotgun house (addressed as 2509 Tulane Avenue) which has been absorbed into the business.

2501-09 Tulane Avenue, looking northwest.
2501 Tulane is on the right.

2501-09 Tulane Avenue, looking northeast.
2509 Tulane is on the left.

Structure No. 41: **2537 Tulane Avenue**
Commercial (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheets 6 and 7

Description: Addressed as 2537 Tulane Avenue in New Orleans, the vacant Coca-Cola warehouse is a neglected but highly intact brick commercial factory/warehouse structure that occupies a corner lot. The building is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the building's large rectangular footprint, flat roof and open-air equipment/maintenance yard located to the north of the building. The main entrance to the building is located on the north end of the façade which faces Tulane Avenue. It consists of a pair of commercial storefront doors crowned by a semicircular transom. The entrance is adorned with a brick archway accented with radiating precast keystones. To the north of the entry is a glass block window. The remaining bays of the façade are comprised of metal factory sashes as well as a loading dock. The side elevations contain the same opening treatments. Exterior walls are laid up in five-course American bond, and the building rests on a poured concrete foundation. The warehouse maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The most significant problem with the building seems to be neglect and associated lack of maintenance.

2537 Tulane Avenue, looking northwest.

2537 Tulane Avenue, looking northeast.

Structure No. 42: **2735 Tulane Avenue**
Tulane Law Center
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 7

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story commercial building is Everyday Modern in design. The building is set on a concrete foundation with exterior painted brick walls. A flat roof with metal coping and a parapet covers the building. Two brick soldier string courses ornament the cornice. Window openings are set on concrete sills. Each of the two openings holds three sets of horizontal, two-over-two, double-hung sashes. A single-leaf glazed metal entrance provides entry to the building. A metal awning shelters the entrance as well as the windows."

2735 Tulane Avenue, looking northwest.

Structure No. 43: **2739-41 Tulane Avenue**
Steve's Bail Bonds
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 6

Description: Addressed as 2739-41 Tulane Avenue in New Orleans, Steve's Bail Bonds was constructed around 1950 as a commercial storefront building with apartments or offices situated above. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. The mid-twentieth century commercial façade features a stucco-finished upper façade and a street-level storefront laid up in brick veneer. Five single-unit, one-over-one vinyl replacement windows light the upper level. On the first story, the building features two outboard commercial doors flanked by single-pane storefront windows. A centrally-positioned door leads to a stairway providing access to the upper level. The elevation facing north is clad with asbestos or masonite shingle siding and fenestrated with one-over-one replacement windows. The building maintains its original commercial form and massing, but the upper facade appears to have been altered with significant window changes.

2739-41 Tulane Avenue, looking northeast.

Structure No. 44: **2767 Tulane Avenue**
Blair's Bail Bonds
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Addressed as 2767 Tulane Avenue in New Orleans, Blair's Bail Bonds was constructed around 1885 as a residence and is an example of a Shotgun Double with facade elements rendered in the Eastlake style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width hip roof porch covering the two outboard entry doors with transoms and two inboard full-height windows. The front porch is supported by four turned wood posts. Sheathed in wide-exposure shiplap siding on the facade, the one-story building is of wood-frame construction and is set on a continuous brick replacement foundation. The house's front-gable main roof has a moderate-to-steep pitch. A single replacement vent set in a three-part decorative panel is positioned in the upper façade. Facing west, the façade is heavily ornamented with wood architectural elements such as moulded cornice treatments, a wood spindle valance, moulded hoods over the doors and windows, and decorative wood quoins. The side elevation facing north is fenestrated by four shuttered window openings, three of which are two-over-two, double hung windows. One is an oversized double-pane replacement window. The brick foundation and porch steps are of new construction. Except for the foundation, porch steps and a window alteration, the house maintains its original form, massing, and architectural detailing, all in a remarkable state of integrity.

2767 Tulane Avenue, looking northeast.

2767 Tulane Avenue, looking northwest.

Structure No. 45: **2801 Tulane Avenue**
U-Haul
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Addressed as 2801 Tulane Avenue in New Orleans, U-Haul moving and storage occupies this former circa 1910 masonry warehouse building. The building is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the building's substantial set-back from Tulane Avenue and its attractive rough-faced precast block construction. A large parking area is located between the building and Tulane Avenue. The main entrance to the building is located on the north end of the façade which faces Tulane Avenue. It consists of a pair of commercial storefront doors located on a canted section of wall. This end of the building has been heavily altered via a stucco-finished contemporary design featuring a painted diamond-patterned motif crowned by a waved parapet band. A flat-roof canopy supported by metal poles is attached to this end of the building. The remainder of the building features large plate-glass (replacement) openings on the first story and metal factory sashes on the upper level. Windows are trimmed with precast lintels. A loading dock and overhead door is positioned on the north end of the façade. The side elevation facing north is laid up in five-course American brick bond, and the building rests on a poured concrete foundation. The warehouse maintains its original form, massing, and much of its architectural detailing. The most significant alterations appear to have taken place on the south end of the building. Overall, the building's current use seems to be compatible with its historic function.

2801 Tulane Avenue, looking northwest.

2801 Tulane Avenue, looking northeast.

Structure No. 46: **2901 Tulane Avenue**
Restaurante Telemar
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Built on an irregular and additive plan, Restaurant Telemar is addressed as 2901 Tulane Avenue in New Orleans and was constructed around 1915. The structure takes the form of a one-story corner store with connected two-story and single-story additions (likely apartments) to the back that creates an irregular but picturesque effect. It is possible that the additions were once separate buildings that were incorporated into the complex over time. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are restaurant's main hip roof with a projecting overhang on Tulane Avenue to provide shelter for customers. The restaurant is accessed via a single-leaf canted corner entry which is surmounted by a transom. Fixed stationary sashes on the street level appear to be replacements. Sheathed in weatherboard siding, the restaurant and its additions are of wood-frame construction and set on a concrete slab foundation. The restaurant's main hip roof has a moderate pitch. The first addition to the east is a two-story attached structure which features a hip roof with projections beyond the façade wall to provide shelter. A second addition further to the east is a one-story connector-wing. The complex terminates with a two-story, front-gable addition with a projecting eave with knee-brace brackets along the façade. The complex maintains most of its original form, massing, and architectural detailing, all in a moderate degree of architectural integrity.

2901 Tulane Avenue, looking northwest.

2901 Tulane Avenue, looking southwest.

Structure No. 47: **2903 Tulane Avenue**
Kids Kingdom Academy and Daycare
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Addressed as 2903 Tulane Avenue in New Orleans, Kids Kingdom Academy and Daycare was constructed around 1890 as a residence (converted to a daycare facility) and is an example of a Shotgun Double with facade elements rendered in the bracketed Italianate style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main hip roof with a bracketed front projection covering the two outboard replacement entry doors with transoms and two inboard two-over-two, double-hung windows. Sheathed in wide-exposure shiplap siding on the facade, the one-story building is of wood-frame construction and is set on a brick pier foundation. The house's main hip roof has a moderate pitch which is pierced by an interior stucco-finished chimney stack. Facing west, the façade is heavily ornamented with wood architectural elements such as applied scroll-sawn fascia treatments, scroll-sawn brackets with pendants, molded hoods over the doors and windows, and decorative wood quoins. The concrete masonry unit and poured concrete stairs are of later construction. Except for the porch steps door replacements, the house maintains its original form, massing, and architectural detailing, all in a remarkable state of integrity.

2903 Tulane Avenue, looking northwest.

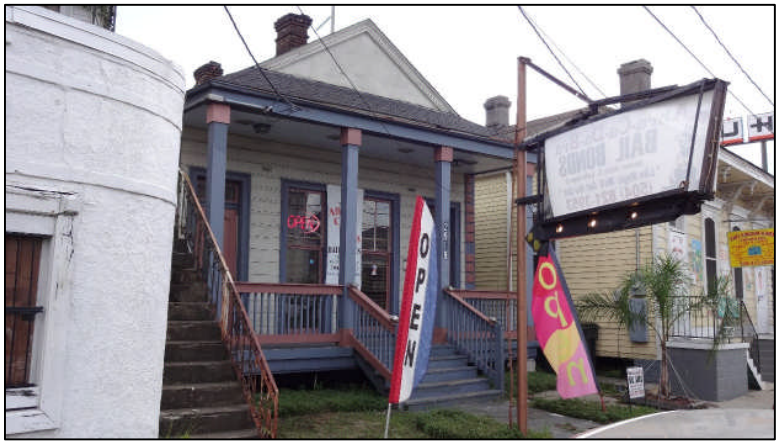
2903 Tulane Avenue, looking northeast.

Structure No. 48: **2909-11 Tulane Avenue**
Abra-Ca-Da-Bra Bail Bonds
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Addressed as 2909-11 Tulane Avenue in New Orleans, Abra-Ca-Da-Bra Bail Bonds was constructed around 1890 as a residence (then converted to a bail bond business) and is an example of a Shotgun Double. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof with pent forming a full-width porch covering the two outboard entry doors with transoms and two inboard full-height original double-hung windows. The front porch is supported by four replacement box columns. Sheathed in wide-exposure shiplap siding, the one-story building is of wood-frame construction and is set on brick piers (some stucco-covered). The house's front-gable-with-pent main roof has a moderate-to-steep pitch. Facing west, the façade is ornamented with decorative wood quoins. The house maintains its original form, massing, and architectural detailing, all in a remarkable state of integrity. The most obvious changes appear to be the porch columns, railings and steps. Some of the wooden quoins are missing.

2909-11 Tulane Avenue, looking northwest.



2909-11 Tulane Avenue, looking northeast.

Structure No. 49: **2915 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: The residence and street-level commercial-retail business (today vacant) is addressed as 3216-18 Tulane Avenue in New Orleans. The building was constructed around 1905 with a likely commercial-retail addition possibly dating to 1940. The house and business are an example of a Raised Basement House with a commercial storefront front addition. The house features elements of the turn-of-the century residential architecture, whereas the storefront below is of early-to-mid-twentieth-century commercial design. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main hip roof adorned on the front pitch with a hip-roof dormer opened with a pair of boarded windows. The upper level of a full-width recessed porch is unencumbered by the one-story commercial addition below. The upper façade has two outboard doors and two inboard windows, both of which are boarded with plywood. The porch is carried three replacement ornamental metal supports. Sheathed in wood novelty siding on the front and weatherboard on the side elevations, the two-story building is of wood-frame construction and is set on a poured concrete foundation. The house's hip roof has a moderate pitch. The street-level façade of the commercial storefront is opened by paired windows and a pair of single-leaf inboard entry doors. The stucco-finished and curved-wall façade of the single-story commercial appendage hints at Art Moderne styling. The side elevation facing north features a stucco finish below and weatherboard on the upper level. The house and commercial retail appendage maintains its original form and massing, but it does suffer from neglect and the replacement of its original porch supports.

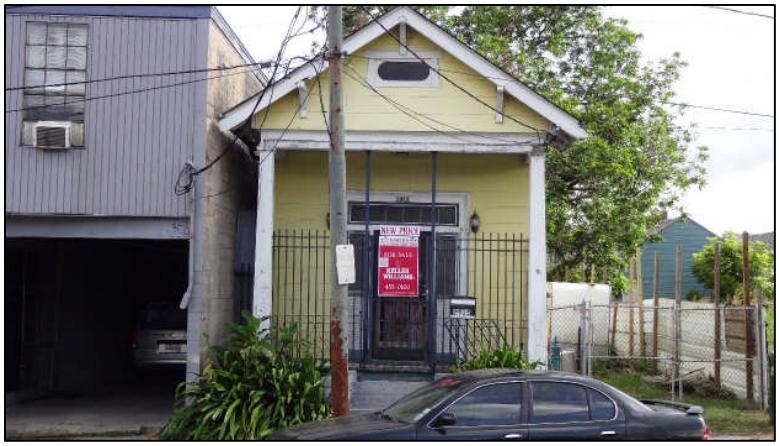
2915 Tulane Avenue, looking north.

2915 Tulane Avenue, looking northeast.

Structure No. 50: **2925 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 5

Description: Built on a rectangular plan, the residence addressed as 2925 Tulane Avenue in New Orleans was constructed around 1925 and is an example of a Shotgun Single with elements of the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width, recessed porch covering a centrally-positioned entry door flanked by sidelights and surmounted by a transom. The front porch is supported by tapered wood box columns. A metal railing and security fence on the porch is not original. A straight run of steps are bookended with masonry stair-walls in an ensemble that is positioned in the center of the façade. Sheathed in asbestos or Masonite shingle siding, this shotgun is of wood-frame construction and is set on brick piers. The house's front-gable main roof has a low-to-moderate pitch. Three knee-brace brackets and a single window are positioned in the upper façade. Facing west, the building features a projecting porch eave with a projecting fascia board and boxed porch beams. The house also features two brick interior chimneys. This residence maintains its original form, massing, and architectural detailing, all in a moderate degree of architectural integrity. The siding has been replaced, and most of the windows on the south elevation are shuttered. One un-shuttered window appears to be a six-over-six double-hung sash. The building maintains its original form, massing, and most of its architectural detailing. The lower level materials and finishes seem to be a result of contemporary renovations.



2925 Tulane Avenue, looking north.

2925 Tulane Avenue, looking northwest.

Structure No. 51: **3125 Tulane Avenue**
Commercial
District Status: **Noncontributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3125 Tulane Avenue in New Orleans, this auto service building and rooftop garage is attached to the back of an auto dealership showroom. The showroom and sales area (today vacant; formerly Subaru) have been significantly altered (late 20th century) such that those components no longer convey their period of origin. This is likely the reason the structure is documented in the 2011 Mid-City NRHD nomination update as Noncontributing. However, the service building and rooftop deck is a structure worthy of recordation. Built on a rectangular plan, the service building is lit by tall bands of metal factory sashes and opened by overhead doors. The most notable feature of the building is the rooftop deck which cantilevers approximately 20 to 25 feet beyond the building wall. The cantilever is carried by flared wide-flange steel beams which are exposed and create a covered parking area below. The structure is largely composed of concrete and steel and stands in a remarkable unaltered condition. The most recognizable alteration is the attachment of anodized aluminum panels at the top of the parking deck. These would not have been part of the original design.

3125 Tulane Avenue, looking southwest. Picture taken on S. Salcedo Street.

3125 Tulane Avenue, looking southwest. Picture taken on S. Salcedo Street.

Structure No. 52: **3201 D'Hemecourt Street**
Joe Blakk Income Tax
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3201 D'Hemecourt Street in New Orleans, Joe Blakk Income Tax is a two-story corner store building with apartments located above. The building is documented in the 2011 Mid-City NRHD nomination update as Contributing. This corner building features a lower-level stucco-finished wall and an upper level covered with weatherboard siding. A horizontal trim-band separates the two stories. Notable features present are the house's main hip roof with an upper level projection carried by five scrolled brackets. The upper façade is fenestrated by two-over-two, double hung windows on the façade and single (as well as paired) two-over-two and four-over-four double hung windows on the side elevation facing north. The storefront below has a canted single-leaf entrance, large plate glass windows with security grilles, and a curved metal canopy over the entrance that returns to the façade, forming a horizontal band.

3201 D'Hemecourt Street, looking northwest.

3201 D'Hemecourt Street, looking northwest.

3201 D'Hemecourt Street, looking northeast.

Structure No. 53: **3205 Tulane Avenue**
Bebe's Car Wash and Detailing
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3205 Tulane Avenue in New Orleans, Bebe's Car Wash and Detailing is a one-story former gas-station building which has been converted to offices for a car wash business. The building is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the building's flat roof, polygonal form, diminutive size, and stucco-covered masonry façade. A rear wall betrays the building as brick construction. The façade is fenestrated by single-light fixed storefront windows. The single-leaf commercial storefront entrance is surmounted by a transom and protected by security grilles. An open-air service area for car washing is located in front of the building on this bustling commercial location.

3205 Tulane Avenue, looking northwest.

3205 Tulane Avenue, looking north.

Structure No. 54: **3221-25 Tulane Avenue**
Hernandez Consulting & Carbon Solutions America
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story residential building was converted for commercial use at an unknown time. The building is of wood-frame construction with wood siding on the upper story and aluminum siding at the first story. The gable roof is clad in asphalt shingles with clay tiles along the ridge line. The roof has overhanging eaves and knee braces, which allude to the Craftsman style. A shed roof dormer has exposed rafters. An original residential porch or balcony has been retained at the second story. The original 6/6 double-hung, wood-sash windows remain on the second story."

3221-25 Tulane Avenue, looking north.

3221-25 Tulane Avenue, looking northwest.

3221-25 Tulane Avenue, looking northeast.

Structure No. 55: **3229-33 Tulane Avenue**
Ready Cash Advance
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story commercial building alludes to the Spanish Revival style. The building has a gable roof of standing-seam metal with a curved Spanish Revival-style parapet. The parapet, which has concrete coping, features a decorative panel and is pierced by a window or vent. The façade has been finished in stucco. There are two single-leaf glazed entrances with metal frames, one of which has sidelights. Window openings are set on sills finished in stucco and hold non-original fixed light windows."

3229-33 Tulane Avenue, looking north.

3229-33 Tulane Avenue, looking northwest.

3229-33 Tulane Avenue, looking northeast.

Structure No. 56: **3235 Tulane Avenue**
Jackson Hewitt
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story commercial building has no style. The building is of brick construction with a hipped roof. The standing-seam metal roof was recently replaced. The building has a canted entrance bay that holds a single-leaf glazed door with sidelights. A large window opening set on a rowlock sill holds a 3-light fixed metal-sash window."

3235 Tulane Avenue, looking north.

3235 Tulane Avenue, looking northeast.

Structure No. 57: **3303 Tulane Avenue**
Resources for Human Development
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3303 Tulane Avenue in New Orleans, Resources for Human Development is a two-story free-standing concrete masonry unit structure featuring a stucco-finished façade and a north wall of painted CMU wall. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Covered by a flat roof, notable features include a commercial storefront façade on the street-level which is indicative of mid-century commercial Modernism. The storefront on the north end of the façade has been partially infilled and finished with stucco. The upper façade is distinguished by a cantilevered gallery sheltered by four undulating arches supported by metal vertical supports. The supports are attached the face of the cantilevered gallery floor. The gallery is accessed via a pair of commercial doors. Almost the entirety of this section of the building is fenestrated with commercial storefront-system glazing. Appended to the south of this (original) section of the building is a heavily remodeled three-part office wing which is of recent construction (possibly dating to 2010 or a year or two before). It features a central three story section which rises above two-story wings. The exterior elevations are clad in synthetic stucco (to include horizontal banding) and feature replacement windows, doors, and a stone watertable. While the north end of the structure survives largely intact, the renovated north section, comprising most of the building's mass, has been altered to a point that its period of origin can no longer be discerned.

3303 Tulane Avenue, looking north.

3229-33 Tulane Avenue, west building, looking north.

3229-33 Tulane Avenue, looking northeast.

Structure No. 58: **South side neutral ground of S. Jefferson Davis Parkway and Tulane Avenue**
World War II 3rd Ward Memorial
District Status: **n/a**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: Dating to 1946 (a remarkably early World War II monument), this granite statue is composed of a concrete sub-base and a stylized round-edged obelisk that is indicative of late Art Deco design. At the base of the obelisk three commemorative pylon blocks abut the obelisk. Two smaller flared blocks also rest at the base; presumably these serve as bases to light the monument. The flanking commemorative pylon blocks contain the names of those in the third ward who served in World War II. The centrally positioned pylon block contains a commemorative inscription that reads: "IN HONOR OF //THE MEN AND WOMEN // OF THE THIRD WARD // WHO SERVED IN // WORLD WAR II AND IN MEMORY OF // THOSE WHO MADE THE // SUPRREME SACRIFICE // SPONSORED BY // BANKS // SOCIAL // AND // CARNIVAL // CLUB, INC. // DEDICATED DEC. 8, 1946"

WWII, 3rd Ward Memorial, looking northwest.

WWII, 3rd Ward Memorial, close up.

WWII, 3rd Ward Memorial, looking northwest.

WWII, 3rd Ward Memorial, close up.

Structure No. 59: 3401 Tulane Avenue
Poree's Embroidery/Russell's Cleaners
District Status: Contributing

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 4

Description: Addressed as 3401 Tulane Avenue in New Orleans, Poree's Embroidery/Russell's Cleaners is a three-story free-standing, rectangular plan, masonry structure finished with a running bond face brick. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Covered by a flat roof with a cornice treatment, notable features include commercial storefront façades on the street-level which are composed in their entirety of replacement materials. Most of the street-level elevations are stucco-finished. The upper façade is distinguished by running bond brick and mostly single-unit awning jalousie/awning windows. Another identifiable feature of the building is the use of rounded wall corners. Some windows are metal casements, as is evidenced on the north and south upper elevations. A bold, horizontal bullnose stringcourse separates the street-level elevations from the upper façade.

3401 Tulane Avenue, looking north.

3401 Tulane Avenue, looking northeast.

3401 Tulane Avenue, looking northwest.

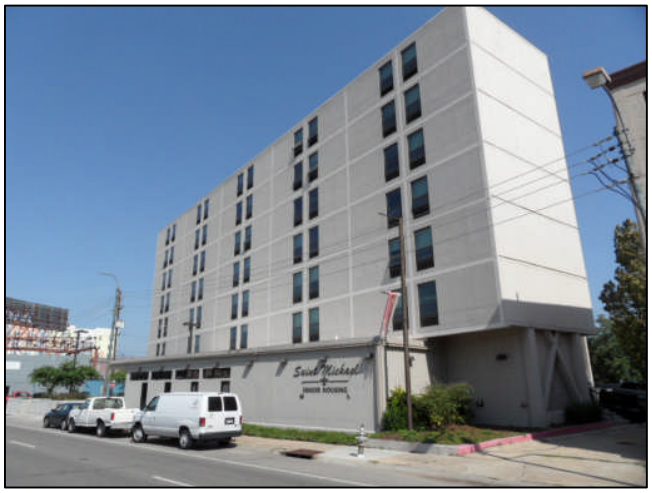
Structure No. 60: **3433 Tulane Avenue**
St. Michael's Senior Housing
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: Addressed as 3433 Tulane Avenue in New Orleans, St. Michael's Senior Housing is a seven-story free-standing concrete frame structure featuring an altered modular grid-patterned façade rendered in a gray muted tone. Background research indicates that in 2009, the building underwent a wholesale renovation and façade replacement to convert the building into senior housing. This once-remarkable structure was originally designed as an outstanding example of commercial modernism by the distinguished firm of Curtis & Davis. Nathaniel "Buster" Curtis is, of course, remembered as the designer of the Louisiana Superdome and principal in the distinguished firm of Curtis & Davis.

The seven-story Pan-American Motel was designed in a modular grid pattern and rendered in a colorful window and spandrel scheme. The building was topped with a large red lettered sign reading, “Pan American Motel”. The building features a reinforced concrete frame with exterior concrete cross bracing exposed on the lower end walls. An early rendering of the structure illustrates the architect’s design intent: a tall slab-like structure supported by pilotis and fronted by a restaurant covered by undulating curved canopies (with the restaurant possibly never built in that manner). The upper hotel floors were clad with alternating windows and spandrels. Not long after the building’s opening, full-width horizontal canopies were attached building’s façade to add needed shading for New Orleans’ semi-tropical climate. The rear of the building features expressive exterior concrete stair towers which survived the senior housing conversion.

3433 Tulane Avenue, looking north.



3433 Tulane Avenue, looking northwest.

Structure No. 61: **3501-11 Tulane Avenue**
Himmel's Architectural Doors & Hardware/
Heart 2 Heart Family Worship Center
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story, no style commercial building was originally constructed as two buildings. The buildings were combined prior to 1951. There is a large rear warehouse addition. The commercial building is set on a concrete foundation, covered by a flat roof with a parapet and coping, and the exterior walls are brick. On the left section of the façade a frieze features brick panels with diamond-shaped ornamentation. Window openings have steel beam lintels. Openings hold fixed 1-light storefronts. On the right portion of the facade, one window opening was infilled and two others modified to hold smaller windows. Each portion of the building is accessible via a double-leaf glazed metal door."

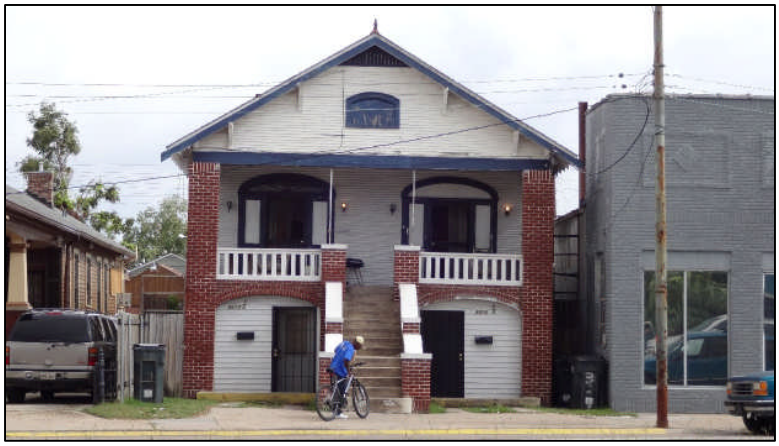
3501-11 Tulane Avenue, looking northeast.

3501-11 Tulane Avenue, looking northwest.

Structure No. 62: **3515-17 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: Built on a rectangular plan, the residence addressed as 3515-17 Tulane Avenue in New Orleans was constructed around 1920 and is an example of a Raised Basement Shotgun Double with facade elements rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width recessed porch covering two entry doors, each flanked by sidelights and surmounted with transoms. The front porch is supported by square-plan brick piers which rise from grade to porch beam. A straight run of concrete steps bookended with curved stair-walls is positioned in the center of the façade. Sheathed in narrow-exposure novelty siding, the raised basement building is of wood-frame construction and is set on a concrete slab foundation. The house's front-gable main roof has a moderate-to-steep pitch. Four knee-brace brackets and a single segmental-arched window are positioned in the upper façade. Facing west, the building features a projecting eave with exposed rafter tails, and boxed porch beams. The house also features a brick interior chimney. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary changes include the replacement of the front doors on the basement level and boarding of the sidelights one transom on the upper façade.



3515-17 Tulane Avenue, looking northeast.

3515-17 Tulane Avenue, looking northeast.

Structure No. 63: **3519 Tulane Avenue**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 3

Description: Built on a rectangular plan, the residence addressed as 3519 Tulane Avenue in New Orleans was constructed around 1925 and is an example of a side-hall shotgun with elements of the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width recessed wrap-around porch covering two entry doors, each surmounted with transoms. The front porch is supported by tapered wood half-height box columns resting on brick pedestals. A brick-basket-weave patterned "railing" complements the continuous brick foundation on the façade. A straight run of steps are bookended with angled stair-walls in an ensemble that is positioned in the center of the façade. Sheathed in weatherboard siding, this shotgun is of wood-frame construction and is set on masonry piers. The house's front-gable main roof has a low-to-moderate pitch. Three knee-brace brackets and a single multi-light window are positioned in the upper façade. Facing west, the building features a projecting eave a scroll-sawn fascia board, and peaked arch boxed porch beams. The house also features two brick interior chimneys. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary changes include the replacement of one front door. Windows on the north façade are either shuttered or boarded. Two are covered with metal awnings.

3519 Tulane Avenue, looking north.

3519 Tulane Avenue, looking northeast.

3519 Tulane Avenue, looking northwest.

Structure No. 64: **3701-03 Ulloa Street**
Residential (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3701-03 Ulloa Street in New Orleans was constructed around 1910 and is an example of a two-story, free-standing townhouse with elements of the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main hip roof and full-width recessed porch covering two outboard entry doors and two shuttered full-height inboard windows on the first story. On the second story a centrally-positioned door surmounted by a transom is flanked by two single-unit two-over-two, double-hung windows. On the upper level of the front porch, the supporting columns have been removed, leaving an uneasy cantilever. The lower level of the porch is supported by wood box columns. There is no intermediate porch railing on either level. Pairs of straight run concrete steps lead to the outboard doors on the façade. Sheathed in weatherboard siding, the residence is of wood-frame construction and is set on brick piers. The house's main hip roof has a low-to-moderate pitch, and a small hip dormer adorned with two diamond-paned sashes that faces Ulloa Street. The house also features one brick interior chimney. The house maintains its original form, massing, and architectural detailing, all in a relatively degree of architectural integrity. The primary changes include the aforementioned modifications to the front porch. As the building currently is vacant, most windows and doors are either shuttered or boarded.

3701-03 Ulloa Street, looking north.

3701-03 Ulloa Street, looking northwest.

Structure No. 65: **3707 Ulloa Street**
Commercial (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the building addressed as 3707 Ulloa Street in New Orleans was constructed around 1915 and is an example of a one-story free-standing house which was converted into a neighborhood store, perhaps around 1930. The front of the store is rendered in a commercial style (possibly with hints of moderne styling), whereas the back of the building appears to be the core of an earlier Craftsman house. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the store's stuccoed "false front" façade with a curved parapet and curved metal canopy supported by metal braces with decorative scrollwork. The façade consists of a pair of boarded double-leaf doors flanked by boarded commercial storefronts. The boarded windows rest on a brick watertable "apron". The side elevations are sheathed in sheet metal siding. The house/neighborhood store maintains its original form, massing, and architectural detailing, all in a relatively high degree of architectural integrity. The primary changes include the aforementioned boarding of the storefront. As the building currently is vacant, most windows and doors are either shuttered or boarded.

3707 Ulloa Street, looking north.

3707 Ulloa Street, looking north.

Structure No. 66: **3709-11 Ulloa Street**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3709-11 Ulloa Street in New Orleans was constructed around 1920 and is an example of a Raised Basement house with facade elements rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's hip main roof and half-width engaged hip roof porch covering a single-leaf entry door surmounted by a transom and a single six-over-six double-hung window. The front porch is supported by wood box columns. A straight run of concrete steps is positioned on the north end of the façade. Sheathed in wood novelty siding, the raised basement building is of wood-frame construction resting on a concrete slab foundation. The house's main hip roof has a moderate pitch. Facing west, the building features a projecting eave with exposed rafter tails and boxed porch beams. The house maintains its original form, massing, and almost all of its architectural detailing. The primary changes include the replacement of the door on the basement level and the replacement of the stair railings.

3709-11 Ulloa Street, looking northwest.

3709-11 Ulloa Street, looking northeast..

Structure No. 67: **3713-15 Ulloa Street**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3713-15 Ulloa Street in New Orleans was constructed around 1925 and is an example of a Shotgun Double with most stylistic elements likely removed via renovation. The roof form suggests that the house once may have been rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and full-width attached hip roof porch covering two replacement entry doors. The front porch is supported by three Tuscan columns. Sheathed in vinyl replacement siding, the one-story building is of wood-frame construction and is set on masonry piers. The house's front-gable main roof has a moderate pitch. A single window is positioned in the upper façade. Facing west, the building features a projecting eave which has been modified via renovations. The house maintains its original form and massing, but few of its original exterior architectural finishes.

3713-15 Ulloa Street, looking north

Structure No. 68: **3717 Ulloa Street**
Mid-City Banquet Hall
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Addressed as 3717 Ulloa Street in New Orleans, the Mid-City Banquet Hall is built on an irregular/additive plan and appears to be the combination of a commercial building and a raised basement house. The residence (to the south) appears to have constructed around 1925 and is an example of Raised Basement house. Its roof form suggests that the house once may have been rendered in the Craftsman style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and two-story enclosed porch which has received a brick veneer treatment on the front elevation. Sheathed in a combination of brick and weatherboard, the two-story section of the building is of wood-frame construction. The building's front-gable main roof has a moderate pitch. A single window is positioned in the upper façade. Facing west, the building features a projecting eave with exposed rafter tails. The north portion of the building is an altered commercial building which has been converted into a banquet hall. The façade is distinguished by a stepped parapet and coping, a recessed storefront (stuccoed-over) with surviving transoms. A curved entry canopy is supported by Tuscan columns set on pedestals. The façade is rendered in a painted brick veneer. As it stands, the building is a conglomeration of various building forms which have been altered over the years through a number of building campaigns.

3713 Ulloa Street, looking northeast.

3713 Ulloa Street, looking northwest.

Structure No. 69: **3723-25 Ulloa Street**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3723-25 Ulloa Street in New Orleans was constructed around 1915 and is an example of a Shotgun Double with few stylistic pretentions. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main hip roof and full-width recessed porch covering two outboard entry doors, each surmounted with transoms. Two inboard windows on the façade are two-over-four double-hung sashes. The recessed front porch is supported by box columns set on boxed wood pedestals. Sheathed in weatherboard siding, the one-story building is of wood-frame construction and is set on masonry piers. The house's main hip roof has a moderate pitch and is adorned with a front gable dormer containing a single window. Facing west, the building features a close eave and boxed porch beams. Windows on the side elevations are concealed by metal awnings. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary change includes the possible removal of the porch railing.

3723-25 Ulloa Street, looking north.

3723-25 Ulloa Street, looking northeast.

3723-25 Ulloa Street, looking northwest.

Structure No. 70: **3727-29 Ulloa Street**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3727-29 in New Orleans was constructed around 1915 and is an example of a Shotgun Double with façade elements rendered in the Classical Revival style. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main gable-on-hip roof with ridge tile and a full-width recessed porch covering two outboard entry doors, each surmounted with transoms. Two inboard windows on the façade are four-over-four double-hung sashes. The recessed front porch is supported by fluted wood Ionic columns. Sheathed in weatherboard siding, the one-story building is of wood-frame construction and is set on masonry piers. The house's main hip roof has a moderate pitch and is adorned with a front gable dormer containing wood shingles and a central vent flanked by two covered openings. The front-gable dormer appears to be rendered in a Queen Anne style, adding hints of stylistic eclecticism to the building. Facing west, the building features a close eave and boxed porch beams. The house maintains its original form, massing, and architectural detailing, all in a high degree of architectural integrity. The primary change includes the replacement of the front doors.

3727-29 Ulloa Street, looking north.

3727-29 Ulloa Street, looking northeast.

3727-29 Ulloa Street, looking northwest.

Structure No. 71: **3801-03 Ulloa Street**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3801-03 Ulloa Street in New Orleans was constructed around 1920 and is an example of a Shotgun Double with facade elements rendered in the Craftsman style. It is possible that the house is of an earlier date and received its Craftsman porch as an early renovation. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof and hip/twin-gable full-width porch covering the two outboard entry doors and two inboard full-height windows. The decorative twin-gables of the front porch are supported by three battered wood box columns resting on masonry pedestals as well as three intermediary posts which appear to be a retrofit. Sheathed in artificial (replacement) siding, the one-story building is of wood-frame construction and is set on a continuous rock-face concrete masonry unit foundation. The house's front-gable main roof has a moderate-to-steep pitch. A single boarded opening is positioned in the upper façade. Facing west, the façade is adorned with wood fascia that is ornamented with decorative scroll-sawn wood trim. The façade also retains its decorative wood quoins and moldings over the doors and windows. The side elevation facing north is fenestrated by seven aluminum replacement windows. The house maintains its original form and massing, but a number of alterations have occurred, including complete window and door replacements and siding replacement.

3801-03 Ulloa Street, looking north.

3801-03 Ulloa Street, looking northwest.

Structure No. 72: **3805-07 Ulloa Street**
Residential
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the residence addressed as 3805-07 Ulloa Street in New Orleans was constructed around 1925 and is an example of a Camelback Shotgun Double with facade elements rendered in the Craftsman style. It appears that the house received a brick veneer in the final quarter of the 20th century. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's front-gable main roof (a side gable covers the camelback) and enclosed, full-width porch covering the two entry doors, with each entry flanked by squat six-over-six, double-hung replacement windows. Covered by a hip roof with ridge tiles, the enclosed front porch is supported by three battered wood box columns resting on brick pedestals. Laid up in a brick veneer (replacement), the one-story building is of wood-frame construction and exhibits a continuous brick foundation wall. The house's front-gable main roof has a low-to-moderate pitch and is pierced by a single ridge chimney on the two-story camelback section of the house. A single boarded opening containing a small vent is positioned in the upper façade. Facing west, the façade is adorned with a vinyl-covered fascia that is ornamented with two purlins. The side elevation facing south is fenestrated by six replacement windows. The house maintains its original form and camelback massing, but a number of alterations have occurred, including complete window and door replacements and siding replacement.

3805-07 Ulloa Street, looking north.

3805-07 Ulloa Street, looking northwest.

Structure No. 72 (Continued)

3805-07 Ulloa Street, looking northeast.

Structure No. 73: **3825-27 Tulane Avenue**
United Most Worshipful King George Grand Lodge (Vacant)
District Status: **Noncontributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Addressed as 3825-27 Tulane Avenue in New Orleans, the Former United Most Worshipful King George Grand Lodge (Freemasons) is a two-story free-standing concrete masonry unit structure featuring a stucco-finished façade. The structure is documented in the 2011 Mid-City NRHD nomination update as Noncontributing, possibly due to the extensive alterations. Covered by a flat roof, notable features include a single and paired full-light entry doors, large fixed-light windows, with one on the first story and two pairs on the second story. A commemorate plaque is attached to the front elevation. It notes that the building was originally constructed in 1902 and was rededicated in 2002. The inscribed 1902 construction date is not evident in the current manifestation of this structure as the massing, form and architectural features of the building do not convey this period of origin.

3825-27 Tulane Avenue, looking north.

3825-27 Tulane Avenue, looking northeast.

Structure No. 74: **3835 Tulane Avenue**
The Cajun Pub
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: Built on a rectangular plan, the two-story Cajun Pub is addressed as 3835 Tulane Avenue in New Orleans. The building was constructed around 1910 and is an example of a two-story free-standing corner store with apartments above. The structure is documented in the 2011 Mid-City NRHD nomination update as Contributing. Notable features present are the house's main gable-with-pent roof and altered wrap-around gallery. The lower level façade has a commercial entry with a single-leaf door flanked by plate-glass windows. The transoms at this location have been boarded. The second story opens onto a covered gallery. It features single-leaf doors and one-over-one replacement windows. Sheathed in vinyl (replacement) siding, the building is of wood-frame construction and is set on a poured concrete foundation. The house's main front-gable-with-pent roof has a low-to-moderate pitch. A flat-roof addition is appended to the back of the building. The house maintains its original form, massing, but most of its exterior elements and materials are replacements.

3835 Tulane Avenue, looking northeast.

3835 Tulane Avenue, looking northeast.

Structure No. 74 (Continued)

3835 Tulane Avenue, looking northwest.

Structure No. 75: **3901 Tulane Avenue**
Volunteers of America
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story vaguely Colonial Revival-style commercial building has a flat roof with a molded cornice and brick dentils. Exterior walls are brick and punctuated by window openings at the second story and garage openings converted into window openings at the first story. Second story windows are 2/2 double-hung, wood sashes and at the first story are 3-light fixed windows with spandrel and lintel panels. A non-historic curtain wall entrance system was installed."

3901 Tulane Avenue, looking north.

3901 Tulane Avenue, looking northeast.

Structure No. 76: **3919 Tulane Avenue**
Commercial (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This one-story commercial building is an Everyday Modern building. The building is covered by a flat roof with metal coping and set on a concrete foundation. Exterior walls are brick. The first story is punctuated by 8/8 double-hung wood-sash windows. A single-leaf glazed wood door provides entry into the building."

3919 Tulane Avenue, looking north.

3919 Tulane Avenue, looking northwest.

Structure No. 77: **3927-29 Tulane Avenue**
Downtown Development Group
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 2

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story Everyday Modern commercial building is covered by flat a roof and set on a concrete foundation. The roof has overhanging eaves and side parapets. Exterior walls are brick punctuated with 1/1 double-hung windows at the second story and metal-frame storefronts on the first story. A single-leaf glazed metal door provides entry into the building."

3927-29 Tulane Avenue, looking north.

3927-29 Tulane Avenue, looking northeast.

3927-29 Tulane Avenue, looking northwest.

Structure No. 78: **4021Tulane Avenue**
Canal Furniture
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This no-style one-story commercial building is of reinforced concrete construction with parged exterior walls. A flat roof with a curved parapet at the facade elevation covers the building. The parapet is finished with concrete coping. Metal-frame storefront windows punctuate the facade. The building has a centrally-placed double-leaf glazed metal door."

4021 Tulane Avenue, looking north.

4021 Tulane Avenue, looking northwest.

4021 Tulane Avenue, looking northeast.

Structure No. 79: **4033-35-37 Tulane Avenue**
Reina's Grill and Nightclub
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: Addressed as 4033-35-37 Tulane Avenue in New Orleans, Reina's Grill and Night Club is a two-story commercial-retail structure featuring a pair of commercial storefronts below separated by a central entry that provides access to the upper level. Covered by a flat roof, notable features include a recessed and canted commercial storefront façade which is indicative of mid-century commercial Modernism. Each storefront contains a single-leaf commercial door crowned by a transom and banks of stationary upper-level "ribbon" windows. Sheathed with ribbed metal panels, the upper façade contains four aluminum horizontal sliding-sash windows and a centrally positioned commercial sign. With the exception of the door replacements and the use of metal panel siding on the upper level, the building retains some of its exterior architectural integrity. From the exterior, the building's most significant alterations appear to be reversible.

4033-35-37 Tulane Avenue, looking north.

4033-35-37 Tulane Avenue, looking northwest.

4033-35-37 Tulane Avenue, looking northwest.

Structure No. 80: **4041 Tulane Avenue**
Russell Building (Vacant)
District Status: **Contributing**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: The Mid-City National Register Historic District Nomination (2011 update) states: "This two-story Everyday Modern commercial building has concrete and brick veneer at its facade elevation. A flat roof covers the building. A curved metal awning runs above the first story. A vertical half wall rises from the awning and angles back from the façade at an angle approximating 90 degrees. The remainder of the second story façade extends from the vertical half wall. A portion of the storefront had a curtain wall but is currently secured with plywood. Three additional single-leaf pedestrian entrances are located along the facade."

4041 Tulane Avenue, looking north.

4041 Tulane Avenue, looking northwest.

4041 Tulane Avenue, northeast.

Structure No. 81: **4053 Tulane Avenue**
Commercial (Vacant)
District Status: **Out of district**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: Addressed as 4053 Tulane Avenue in New Orleans, this one-story commercial-retail building stands vacant. Containing three storefront units, the exterior of the structure is almost completely covered in stucco. The south unit does exhibit some of the remaining roman brick veneer which has been painted to match the stucco. In effect, this neutralizes the brick and makes it less visually prominent. Covered by a flat roof capped with a metal coping, the building consists of three storefront units which are canted at different angles to provide variety to the façade and a modicum of individuality for potential retail tenants. It is possible that the building once exhibited standard commercial storefronts, but these appear to have been removed and replaced with new fixed- sash windows and new commercial doors. From the exterior, the building's alterations seem to be significant.

4053 Tulane Avenue, looking north.

4053 Tulane Avenue, looking available.

Structure No. 82: **4057-59-61 Tulane Avenue**
Lettecia's/Tulane Cash/La Pointe
District Status: **Out of district**

Surveyed Date: September 26, 2012
Surveyed by R. Silverman and L. Poche
Map Sheet 1

Description: Addressed as 4057-59-61 Tulane Avenue in New Orleans, Letticia's/Tulane Cash/La Pointe is heavily altered one-story concrete masonry unit wall (CMU) commercial building with the south half of the facade finished in painted stucco and the north half laid up in a brick veneer. This brick veneer appears to be a later alteration. Covered by a flat roof, the building consists of three storefront units. It is possible that the windowless La Pointe unit is a combination of two retail units to convert it for its use as a nightclub. This business has two single-leaf entries on opposite ends. The remaining two retail units are opened by traditional commercial storefronts. Coursing along the upper façade, a cantilevered canopy provides some protection from the elements. From the exterior, the building's alterations seem to be significant but are possibly reversible.

4057-59-61 Tulane Avenue, looking north.

4057-59-61 Tulane Avenue, looking northwest.

Appendix B - Photographs of Entire Project Area and Project Location, US 61
(Tulane Avenue between South Carrollton Avenue and South Claiborne Avenue, New Orleans, Orleans Parish)

Photographs for the intersection of Tulane Avenue and S. Carrolton Avenue

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking east down Tulane Avenue.

Looking west at the south side of the intersection.

Looking west across the intersection.

Photographs for the intersection of Tulane Avenue and S. Pierce Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Pierce Street.

Looking east along Tulane Avenue.

Looking south along S. Pierce Street.

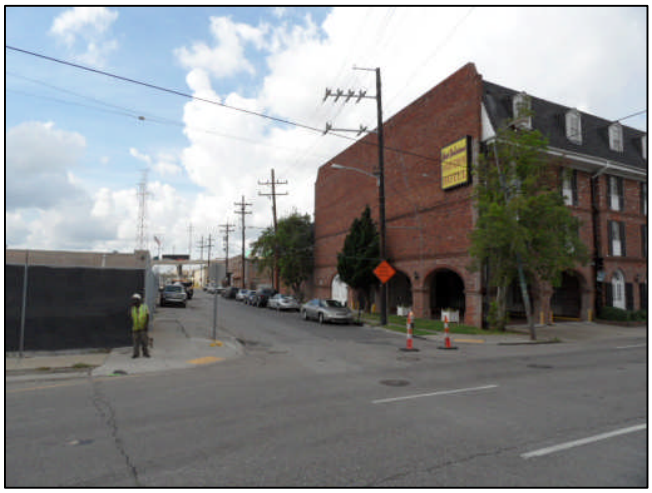
Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Scott Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Scott Street.

Looking east along Tulane Avenue.



Looking south along S. Scott Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Cortez Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Cortez Street, Ulloa St. to the right.

Looking northeast, Ulloa Street in the background.

Looking east down Tulane Avenue.

Looking north along S. Cortez Street.

Looking west along Tulane Avenue.

Intersection of Ulloa St. (left) with S. Cortez St.

Photographs for the intersection of Tulane Avenue and Ulloa Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking west at the intersection of Tulane and Ulloa.

Looking west on Ulloa towards the intersection with S. Cortez Street.

Photographs for the intersection of Tulane Avenue and S. Telemachus Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

**S. Telemachus Street does not extend south of Tulane Avenue.*

Looking north along S. Telemachus Street.

Looking east along Tulane Avenue.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Genois Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Genois Street.

Looking east along Tulane Avenue.

Looking south along S. Genois Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Clark Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Clark Street.

Looking east along Tulane Avenue.

Looking south along S. Clark Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Jefferson Davis Parkway

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Jefferson Davis Parkway.

Looking east along Tulane Avenue.

Looking south along S. Jefferson Davis Parkway.

Looking west along Tulane Avenue.

Looking north into the neutral ground of S. Jefferson Davis Parkway.

Looking south into the neutral ground of S. Jefferson Davis Parkway.

Photographs for the intersection of Tulane Avenue and S. Rendon Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Rendon Street.

Looking east along Tulane Avenue.

Looking south along S. Rendon Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue/S. Lopez Street and D'Hemecourt Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking northwest along the intersection of D'Hemecourt and Tulane Ave/S. Lopez St.

Looking west along D'Hemecourt Street.

Photographs for the intersection of Tulane Avenue and S. Lopez Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Lopez Street.

Looking east along Tulane Avenue.

Looking south along S. Lopez Street.

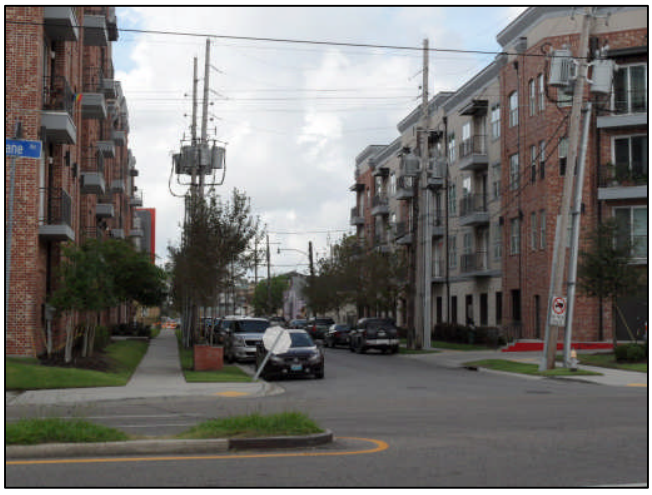
Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Salcedo Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Salcedo Street.

Looking east along Tulane Avenue.



Looking south along S. Salcedo Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Gayoso Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Gayoso Street.

Looking east along Tulane Avenue.

Looking south along S. Gayoso Street.

Looking west along Tulane Avenue

Photographs for the intersection of Tulane Avenue and S. Dupre Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Dupre Street.

Looking east along Tulane Avenue.

Looking south along S. Dupre Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. White Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. White Street.

Looking south along S. White Street.

Photographs for the intersection of Tulane Avenue and S. Broad Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Broad Street.

Looking east along Tulane Avenue.

Looking south along S. Dupre Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Dorgenois Street.

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Dorgenois Street.

Looking east along Tulane Avenue.

Looking south along S. Dorgenois Street.

Looking west along Tulane Avenue..

Photographs for the intersection of Tulane Avenue and S. Rocheblave Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Rocheblave Street.

Looking south along S. Rocheblave Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Tonti Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking north along S. Tonti Street.

Looking south along S. Tonti Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Miro Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

S. Miro Street no longer exists between Tulane Avenue and Canal Street.

Looking east along Tulane Avenue .

Looking south along S. Miro Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Galvez Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Overview of intersection looking northwest.

Looking north along S. Galvez.

Looking south along S. Galvez Street.

Looking southwest on S. Galvez Street.

Looking north along S. Galvez Street.

Photographs for the intersection of Tulane Avenue and S. Johnson Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

S. Johnson Street no longer exists between Tulane Avenue and Canal Street.

Looking east along Tulane Avenue .

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Prieur Street/Bolivar Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

S. Prieur Street no longer exists between Tulane Avenue and Canal Street.

Looking south along S. Prieur Street.

Looking east along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Roman Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

S. Roman no longer exists between Tulane Avenue and Canal Street.

Looking south along S. Roman Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Derbigny Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

S. Derbigny Street no longer exists between Tulane Avenue

Looking south along S. Derbigny Street.

Looking west along Tulane Avenue.

Photographs for the intersection of Tulane Avenue and S. Claiborne Avenue

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Looking northeast at S. Claiborne Avenue with I-10 overtop.

Looking northeast at S. Claiborne Avenue with I-10 overtop.

Looking west along the eastbound lane of Tulane Avenue.

Looking west along Tulane Avenue.

Looking west along the westbound lane of Tulane Avenue.

Appendix D: Public Meeting and Public Hearing Summary Reports

US 61/Tulane Avenue Corridor Improvements

Public Meeting Summary Report

August 2012

Prepared for:

Regional Planning Commission
for Jefferson, Orleans, Plaquemines,
St. Bernard, and St. Tammany Parishes

State Project No. H.004730
FAP No. DE-3606(502)
RPC Contract No. US61- Ev1

Public Meeting Synopsis

An open forum Public Meeting for the proposed improvements for US Highway 61 (Tulane Avenue) in Orleans Parish, Louisiana was held on Tuesday, July 24, 2012 at the New Orleans Regional Transit Authority Facility, 2nd Floor Board Room located at 2817 Canal Street in New Orleans, Louisiana from 4:00 p.m. to 7:00 p.m.

The purpose of the Public Meeting was to allow agencies, local representatives, and the public to review and comment on the "No-Build" and "Build" Alternatives that are being proposed in the development of an Environmental Assessment for the project. The "open house" style meeting, with no formal presentation, allowed citizens the opportunity to receive information about the environmental process of the project, to view exhibits, ask questions, and offer comments during the scheduled hours.

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) propose this project for the purpose of upgrading US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue. The purpose of improving the corridor is to improve system linkage and mobility, to improve roadway safety, to address operational deficiencies, and to improve modal interrelationships (i.e., pedestrian, bicycle, and transit operations).

Notification

The methods of notification for the Public Meeting included: public legal notice in the local newspaper, and distribution of postcards and letters to property owners, businesses, elected officials, and agency representatives. The LADOTD Public Information Office posted notification of the Public Meeting on the LADOTD website. The RPC also advertised the meeting on their website, www.norpc.org, as well as posted the meeting on their events calendar. The Copies of all notification methods are included in **Appendix A**.

The Public Meeting Legal Notice was placed in the *Times Picayune and* appeared in the circulations dated July 7, 2012 and July 17, 2012. The Public Meeting Legal Notice was also posted on the Nola.com website on July 7, 2012 and July 17, 2012.

Letters announcing the meeting were sent to 46 elected officials, public officials, and stakeholders. Approximately 425 Public Meeting Notice postcards including a basic graphic of the project location were mailed to local property owners, businesses, and public establishments prior to the meeting. Copies of the letter, the postcard, and the Public Meeting Notice Lists are included in **Appendix A.**

Attendance

Sign-in sheets were provided to record attendance at the Public Meeting. According to the sign-in sheets, 31 citizens, and 3 public officials attended; and 12 Project Team Members supported the Public Meeting; for a total of 46 attendees. **Table 1** provides a summary of the attendance and copies of the sign-in sheets documenting attendance are included in **Appendix B**. Photo 1 shows a representation of attendance

PHOTO 1 Public Hearing Attendees

TABLE 1
SUMMARY OF ATTENDANCE

Public Participation	Totals
Public	31
Public Officials	3
Project Team Members	12
Total Attendance	46

Meeting Displays

Several information displays were available for review. Small-scale copies of the displays described below are included in **Appendix C**.

- A *Public Meeting Announcement* sign identified the project and time of the meeting (page C-1);
- A *Welcome* sign described the meeting process and directed the public into the location of the meeting (page C-2);
- A *Display Area* sign described the information being presented in the display area of the room (page C-3);
- A *Proposed Purpose and Need* board explained the purpose of the project (page C-4)
- A *Comment Table* sign explained the comment process and offered the opportunity to provide verbal and written comments (page C-5);
- A *Thanks for Coming* sign reinforced the importance of completing comment forms and having the attendee questions answered satisfactorily (page C-6);

- A *Next Steps* sign explained the project process from this stage forward to preparation of the Final Environmental Assessment (page C-7);
- A *Typical Sections* board showed the conceptual layout of the two corridor improvement alternatives (page C-8);
- A *Medical District Proposed Layout* that depicts the layout of the two hospitals currently under construction (page C-9); and
- The *Alternative 1 Conceptual Layout* displayed the minimal construction alternative in a large graphic (2'x48') (pages C-10 and C-11).

A Comment Form and a Public Meeting Handout containing information concerning the preliminary purpose and need of the project, the preliminary alternatives being considered, a description and graphic of the study area, and typical section conceptual diagrams of the two alternatives were presented to the attendees as they entered the room. Extra copies of the comment form and the handout were available for attendees to share with other members of the community. A seven-minute video presentation was available for viewing to provide citizens with a general overview of the project and the two conceptual alternatives being presented. A copy of the comment form (pages C-12 and C-13), a copy of the informational handout (pages C-14 and C-15), the presentation (pages C-16 through C-19), and the accompanying script (pages C-20 through C-21) are included in **Appendix C**. Attendees were encouraged to view the presentation, to circulate among the displays, and to participate in discussions concerning the alternatives. Project team members, identified by name badges, were available to assist in describing the conceptual corridor improvement alternatives and to answer questions.

Comment Summary

Comments were collected from the attendees at the Public Meeting and received by mail postmarked by August 7, 2012 and received through August 10, 2012. There were 18 comments submitted within the comment period. No verbally recorded comments were submitted at the Public Meeting and no letter or email comments were submitted. Copies of all comments are presented in **Appendix D**. Comments submitted were reviewed by project team staff and summarized in the following tables with the intention of reflecting the personal preference or opinion of the person or organization making the comment. Some comments were combined or paraphrased to simplify the summary process. The sequence of recording the comment is not intended to represent importance. Comment forms submitted with two names, such as husband and wife, are counted as two individual comments.

Table D-1 Comment Summary Worksheet in **Appendix D** is the complete record of all comments and information supplied on the comment form. An analysis of the information received during the Public Meeting comment period is shown in **Tables 2 through 5.**

Table 2 explains whether or not the person submitting the comment thinks the project is important or not. Of the 17 people answering the question of whether they thought the project was important, 15 people or 88 percent replied "Yes" and 2 people or 12 percent replied 'No". Not all of the 15 people responding "Yes" provided reasons for their decision and some provided more than one reason to support that decision. The major reasons given for the project's

importance are listed in **Table 2.** There were 2 people that explained that they thought the project was not important mainly because of potential traffic issues with the reduction of travel lanes.

TABLE 2
SUMMARY OF PROJECT IMPORTANCE

Explanations for "Yes" the project is important	No. of Comments
Supports redevelopment surrounding the corridor and into downtown	6
Supports the new medical district	3
Supports safety for all forms of transportation and users	3
Because project is overdue, and is no longer a big highway	3
Supports aesthetic improvements or beautification	2
Explanations for "No" the project is not important	
Reducing the travel lanes will cause traffic bottlenecks and traffic jams	2

Table 3 provides a summary of those comments that preferred the No-Build Alternative, one of the two Conceptual Build Alternatives, or had no preference. The No-Build Alternative was selected by 3 people, Alternative 1 was chosen by 12 people, Alternative 2 was preferred by 2 people, and 1 commenter made no preference of alternative.

TABLE 3
SUMMARY OF ALTERNATIVE PREFERENCE

Alternative	No. of Comments	Percentage
No-Build Alternative	3	16.7%
Conceptual Alternative 1	12	66.7%
Conceptual Alternative 2	2	11.1%
No Preference	1	5.5%
Total	**18**	**100%**

The primary issues or concerns expressed in the explanations given for each alternative preference are provided in **Table 4**.

TABLE 4
ISSUES OR CONCERNS THAT EXPLAIN ALTERNATIVE PREFERENCE

Issue/Concern	No-Build Alternative	Alternative 1	Alternative 2
Travel lane reduction	2	1	--
Changes to parking	1	--	--
Changes to sidewalks	--	3	--
Cost	--	7	--
Supports safety for all transportation forms	--	--	1
Overall improvement	--	5	1
-- = no data			

The comment form provided the opportunity to select between five potential categories of concerns that have been anticipated in relation to the project. The number of responses for each category of concern is presented below in **Table 5**.

TABLE 5
ADDITIONAL PROJECT CONCERNS

Concern	No. of Comments
Traffic Capacity	4
Construction Impacts	6
Access Issues	4
Noise Impacts	2
Parking	3

Additional information on various concerns was provided by commenters, as displayed on the **Table D-1 Comment Summary Worksheet** in **Appendix D**. Fourteen commenters expanded upon their comment or concern, some of which offered specific suggestions not included in the table of categories above. The additional concerns are described below:

- Driveway concerns: existing conflict with bus stop at S. Genois and business driveway that endangers pedestrians (2 comments); suggest removing driveways where not necessary (1 comment).
- Traffic pattern concerns: make D'Hemecourt a one-way from Jefferson Davis to Tulane (3 comments); allow U-turns at Jefferson Davis and Broad (2 comments); add left turns at all streets or as many as possible (5 comments); reduce the number of left turn lanes (1 comment); place stop signs at D'Hemecourt and South Rendon (1 comment).
- Parking concerns: specific request for parking to be provided at business located at 3939 Tulane (1 comment); parallel parking requested for both sides of 2900, 3000, and 3100 blocks to support current and future development(1 comment); and to remove angled parking at D'Hemecourt and South Jefferson Davis (1 comment).
- Pedestrian concerns: renovation of all sidewalks should be included on either alternative (1 comment); need highly visible pedestrian crossings (2 comments).
- Bicycle concerns: in addition to implementing bike lanes, provide bicycle parking and safe bicycle crossings (3 comments).
- Landscaping concerns: select trees with small root balls to minimize impact to underground utilities, no oak trees (1 comment).
- General concerns: use alternate paving, like brick, at intersections; use curb bump outs; use storm water management; use green infrastructure; use traffic calming measures at Broad and Tulane (1 comment).

Conclusion

Even though adequate notification tools were employed to provide information about the Public Meeting, the public representation by 34 attendees at the Public Meeting is considered to be moderate considering the population of the surrounding area and the potential economic impact of the project. The moderate attendance may be attributed to little or the lack of controversy surrounding the project. Further, comment response is also considered to be moderate with 18 citizens either providing their comments on the night of the Public Meeting or responding throughout the comment period. As shown in **Table 3** above, there was a 16.7 percent preference for the No-Build Alternative mainly because of the loss of storefront parking and anticipation of increased traffic problems with the reduction of travel lanes. Alternative 1 (minimum reconstruction) was preferred by approximately 66.7 percent with cost and overall improvement given as the primary reasons for that preference. Approximately 11 percent preferred Alternative 2 (total reconstruction) because of perceived safety improvements for vehicles, bikes, and pedestrians and improvements for the area including the new medical district. There was one commenter that expressed no preference for either the No-Build Alternative or either of the build alternatives and provided no explanation.

In conclusion, the information derived from the meeting indicates that the public considers the project to be important and prefers the minimum construction that Alternative 1 affords. The preference is based upon the opinion that the project supports redevelopment surrounding the corridor and into downtown, with cost and construction impacts being the largest concerns.

Appendix A: Public Meeting Notification

Public Meeting Legal Notice
Times Picayune Certification of Advertisement
LADOTD Website Announcement
RPC Event Calendar
Letter to Elected Officials and Stakeholders
Elected Officials and Stakeholder List
Public Meeting Notice
Property Owner List

Appendix B: Sign-in Sheets

Public Attendees
Public Officials
Team Members

Appendix C: Meeting Displays, Graphics and Informational Material

Meeting Announcement Sign
Welcome Sign
Display Area Sign
Proposed Purpose and Need Board
Comment Table Sign
Thanks for Coming Sign
Next Steps Sign
Typical Sections Board
Medical District Proposed Layout
Alternative 1 Conceptual Layout
Comment Form
Public Meeting Handout
Public Meeting Presentation
Public Meeting Presentation Script

Appendix D: Comments

Table D-1 - Comment Summary Worksheet
Comment Forms Numbered 1 – 18

Appendix A

Public Meeting Notification

Public Meeting Notice
US 61 (Tulane Avenue) Corridor Improvements

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation and Development will conduct a Public Meeting to discuss proposed corridor improvements of US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue.

The public meeting will be Tuesday, July 24, 2012 from 4:00 to 7:00 p.m. at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans, Louisiana.

This "open house" style meeting, with no formal presentation, allows citizens to view exhibits, ask questions, and offer comments anytime during the scheduled hours.

For information or assistance due to a disability for participation in this public meeting, please contact Christi Wilson, URS Corporation, at 504-218-0880 or Christi.Wilson@urs.com.

The Times-Picayune

3800 HOWARD AVENUE, NEW ORLEANS, LOUISIANA 70125-1429 TELEPHONE (504) 826-3201

Public Meeting Notice
US 61 (Tulane Avenue)
Corridor Improvements

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation and Development will conduct a Public Meeting to discuss proposed corridor improvements of US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue.

The public meeting will be Tuesday, July 24, 2012 from 4:00 to 7:00 p.m. at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans, Louisiana.

This "open house" style meeting, with no formal presentation, allows citizens to view exhibits, ask questions, and offer comments anytime during the scheduled hours.

For information or assistance due to a disability for participation in this public meeting, please contact Christi Wilson, URS Corporation, at 504-218-0880 or Christi.Wilson@urs.com.

I attest that the copy attached hereto as "Exhibit A" is a true and correct copy of the advertisement published in The Times-Picayune on these dates.

State of Louisiana

Parish of Orleans

City of New Orleans

Personally appeared before me, a Notary in and for the parish of Orleans, Heather Grant who deposes and says that she is an Assistant Controller of The Times-Picayune, L.L.C., a Louisiana Corporation, Publishers of The Times-Picayune, Daily and Sunday, of general circulation; doing business in the City of New Orleans and the State of Louisiana, and that the attached

LEGAL NOTICES

Re: Public Meeting Notice, US 61 (Tulane Avenue), Corridor Improvements

Advertisement of Regional Planning Commission

Accounts Payable
10 Veterans Blvd
New Orleans, LA 70124

Was published in The Times Picayune

3800 Howard Ave.
New Orleans, LA 70125

On the following dates July 12, 17, 2012

18th Day of Sworn to and subscribed before me this July, 2012

Notary Public

My commission expires at my death.

Charles A. Ferguson, Jr.

Notary identification number 23492

Public meeting to be held on proposed improvements to U.S. 61 (Tulane Avenue)

Contact: Public Information Office, (225) 379-1232, FAX: (225) 379-1863

Wednesday, July 11, 2012

Public Meeting Notice

RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation and Development will conduct a Public Meeting to discuss proposed corridor improvements of US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue.

The public meeting will be Tuesday, July 24, 2012 from 4:00 to 7:00 p.m. at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans, Louisiana.

This "open house" style meeting, with no formal presentation, allows citizens to view exhibits, ask questions, and offer comments anytime during the scheduled hours.

For information or assistance due to a disability for participation in this public meeting, please contact Christi Wilson, URS Corporation, at 504-218-0880 or Christi.Wilson@urs.com.

US 61 (Tulane Avenue) Corridor Improvements Handout

REGIONAL PLANNING COMMISSION
FOR JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD AND ST. TAMMANY PARISHES
Serving the New Orleans Metropolitan Region
Regional Transportation Management Center
10 Veterans Memorial Blvd.
New Orleans - Louisiana 70124-1152
TEL (504) 483-8500 - FAX (504) 483-8526
rpc@norpc.org

Calendar

Schedule of Events

7 2012 View Events

<< JULY 2012 >>

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10 Transportation Policy Committee Meeting; Regional Planning Commission; Smart Growth Speaker Series - Ellen Dunham Jones	11	12	13	14
15	16	17	18	19 West End Public Meeting No. 2	20	21
22	23	24 Public Meeting for US 61 (Tulane Avenue) Corridor Improvements	25	26	27	28
29	30	31				

Public Meeting for US 61 (Tulane Avenue) Corridor Improvements
Date: 24 Jul 2012
Time: 4:00 - 7:00 PM
Location: Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans, Louisiana.

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation and Development will conduct a Public Meeting to discuss proposed corridor improvements of US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue.

Copyright © 2010 REGIONAL PLANNING COMMISSION OF NEW ORLEANS, LOUISIANA. All Rights Reserved. | Site Designed by MAGNOLIA DEVELOPMENT GROUP

OFFICERS
KEVIN DAVIS
Chairman
CRAIG P. TAFFARO, JR.
1st Vice Chairman
JOHN F. YOUNG, JR.
2nd Vice Chairman
MITCHELL J. LANDRIEU
Secretary
BILLY NUNGESSER
Treasurer

MEMBERSHIP

JEFFERSON PARISH
JOHN F. YOUNG, JR.
Parish President
CHRIS ROBERTS
Councilmember-at-Large
MICHAEL S. YENNI
Mayor, City of Kenner
LEE GIORGIO
JOHN F. STUMPF, JR.

ORLEANS PARISH
MITCHELL J. LANDRIEU
Mayor, City of New Orleans
JACQUELYN BRECHTEL CLARKSON
Councilmember at Large
ARNIE FIELKOW
Councilmember at Large
RONALD CARRERE, JR.
JEFFREY SCHWARTZ

PLAQUEMINES PARISH
BILLY NUNGESSER
President
Plaquemines Parish Gov't.
KEITH HINKLEY
Councilmember
BILL BUBRIG
JAMES HUFFT

ST. BERNARD PARISH
CRAIG P. TAFFARO, JR.
Parish President
FRANK AUDERER, JR.
Councilman at Large
RAY LAUGA
Councilmember
CHARLES H. PONSTEIN
DAVID MUNN

ST. TAMMANY PARISH
KEVIN DAVIS
Parish President
STEVE STEFANCIK
Councilmember
R. REID FALCONER, AIA
Councilmember
RICHARD P. KELLEY
JAMES SMITH

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SHERRI LeBAS
Secretary

WALTER R. BROOKS
Executive Director, RPC

REGIONAL PLANNING COMMISSION

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY PARISHES

July 16 2012

Address Block

SUBJECT: Notice of Public Meeting
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with the Louisiana Department of Transportation will hold a Public Meeting to present the proposed improvement alternatives for the US 61 (Tulane Avenue) corridor in Orleans Parish. The meeting will be held at 4:00 p.m. to 7:00 p.m., July 24, 2012 at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans. This "open house" meeting is for interested citizens to view displays, ask questions, and offer comments about this proposed project.

You are invited and encouraged to attend this meeting concerning the project.

Sincerely,

Walter Brooks
Executive Director
Regional Planning Commission

TRANSPORTATION POLICY COMMITTEE (MPO) Full RPC Membership

IFTIKHAR AHMAD, *Director, Louis Armstrong N. O. International Airport*
JOHN MORROW, *Interim General Manager, New Orleans Public Belt Railroad*
RYAN BROWN, *Director, Transit Administration, Jefferson Parish*
FREDDY DRENNAN, *Mayor, City of Slidell*
CARLTON DUFRECHOU, *Gen. Mgr., Greater N. O. Expwy. Comm.*
PAT GALLWEY, *Chief Operating Officer, Port of New Orleans*
CATHY F. GAUTREAUX, *Ex. Dir. Louisiana Motor Transport Association*
BARBARA MAJOR, *Chairwoman, Regional Transit Authority*
V.J. ST. PIERRE, JR., *Parish President, St. Charles Parish*
NATALIE ROBOTTOM, *Parish President, St. John the Baptist Parish*
DONALD VILLERE, *Mayor, City of Mandeville*

Telephone (504) 483-8500
Fax (504) 483-8526
Email: rpc@norpc.org; Web Site: http://www.norpc.org

An Equal Opportunity Employer
REGIONAL TRANSPORTATION MANAGEMENT CENTER
10 VETERANS MEMORIAL BOULEVARD • NEW ORLEANS, LOUISIANA • 70124-1162

Name	Company_Name	Address	City
MAYOR MITCH LANDRIEU	CITY OF NEW ORLEANS	1300 PERDIDO STREET ROOM 2E10, CITY HALL	NEW ORLEANS, LA 70112
Mr. CEDRIC GRANT	DEPT. OF FACILITIES, INFRASTRUCTURE, AND COMMUNITY DEVELOPMENT	1300 PERDIDO STREET	NEW ORLEANS, LA 70112
LT. COL JERRY SNEED, Deputy Mayor for Public Safety	N O OFFICE of HOMELAND SECURITY and EMERGENCY PREPAREDNESS	1300 PERDIDO STREET ROOM 9E06, CITY HALL	NEW ORLEANS, LA 70112
MS. YOLANDA RODRIGUEZ	CITY PLANNING COMMISSION	1300 PERDIDO STREET ROOM 9W03, CITY HALL	NEW ORLEANS, LA 70112
MR. MARK JERNIGAN	DEPT. OF PUBLIC WORKS, OFFICE OF DIRECTOR	1300 PERDIDO STREET ROOM 6W03, CITY HALL	NEW ORLEANS, LA 70112
MR. JOSEPH R. BECKER, GENERAL SUPERINTENDENT	SEWERAGE & WATER BOARD OF NEW ORLEANS	625 ST JOSEPH STREET ROOM 311	NEW ORLEANS, LA 70165
MR. BEN JOHNSON, PRES. & CEO	NEW ORLEANS CHAMBER OF COMMERCE	1515 POYDRAS STREET SUITE 1010	NEW ORLEANS, LA 70112
MR. JUSTIN T. AUGUSTINE	N O REGIONAL TRANSIT AUTHORITY, V. P. & GENERAL MANAGER	2817 CANAL STREET	NEW ORLEANS, LA 70119
MS. JACQUELYN CLARKSON	CITY OF NEW ORLEANS COUNCILMEMBER-AT-LARGE	1300 PERDIDO STREET ROOM 2W50	NEW ORLEANS, LA 70112
MS. STACEY HEAD	CITY OF NEW ORLEANS COUNCILMEMBER-AT-LARGE	1300 PERDIDO STREET ROOM 2W40	NEW ORLEANS, LA 70112
MS. DIANA BAJOIE	CITY OF NEW ORLEANS COUNCILMEMBER, DISTRICT B	1300 PERDIDO STREET ROOM 2W10	NEW ORLEANS, LA 70112
MR. KURT WEIGLE	DOWNTOWN DEVELOPMENT DISTRICT, EXECUTIVE DIRECTOR	201 ST. CHARLES AVE., Ste. 3912	NEW ORLEANS, LA 70170
MS. ANN MAC DONALD	DEPT. OF PARKS AND PARKWAYS	2829 GENTILLY BOULEVARD	NEW ORLEANS, LA 70122
MR. MARLIN GUSSMAN	ORLEANS PARISH CRIMINAL SHERIFF	8195 BROAD STREET	NEW ORLEANS, LA 70119
MR. DARRYL C. KILBERT, SUPERINTENDENT	ORLEANS PARISH SCHOOL BOARD	3520 GENERAL DEGAULLE DRIVE SUITE 5055	NEW ORLEANS, LA 70114
PAT TRAINOR	ORLEANS PARISH FLOODPLAIN ADMINISTRATOR	1300 PERDIDO STREET ROOM 7E05, CITY HALL	NEW ORLEANS, LA 70112
HONORABLE WALTER "WALT" LEGER III	LA HOUSE OF REPRESENTATIVES (DISTRICT 91)	600 CARONDELET STREET 9TH FLOOR	NEW ORLEANS, LA 70130
HONORABLE HELENA MORENO	LA HOUSE OF REPRESENTATIVES (DISTRICT 93)	643 MAGAZINE STREET SUITE 302	NEW ORLEANS, LA 70130
HONORABLE NICHOLAS LORUSSO	LA HOUSE OF REPRESENTATIVES (DISTRICT 94)	3535 CANAL STREET SUITE 103	NEW ORLEANS, LA 70119
HONORABLE JARED C. BROSSETT	LA HOUSE OF REPRESENTATIVES (DISTRICT 97)	6305 ELYSIAN FIELDS AVE SUITE 404	NEW ORLEANS, LA 70122
HONORABLE NEIL ABRAMSON	LA HOUSE OF REPRESENTATIVES (DISTRICT 98)	365 CANAL STREET SUITE 2720	NEW ORLEANS, LA 70130
HONORABLE WESLEY T. BISHOP	LA HOUSE OF REPRESENTATIVES (DISTRICT 99)	7240 CROWDER BLVD. SUITE 402	NEW ORLEANS, LA 70127
HONORABLE AUSTIN J. BADON, JR	LA HOUSE OF REPRESENTATIVES (DISTRICT 100)	5555 BULLARD AVENUE SUITE 101	NEW ORLEANS, LA 70128
HONORABLE JEFFERY "JEFF" J. ARNOLD	LA HOUSE OF REPRESENTATIVES (DISTRICT 102)	3520 GENERAL DEGAULLE SUITE 3071	NEW ORLEANS, LA 70114
HONORABLE RAYMOND E. GAROFALO, JR	LA HOUSE OF REPRESENTATIVES (DISTRICT 103)	9000 W ST. BERNARD HWY. SUITE 40	CHALMETTE, LA 70043
HONORABLE A.G. CROWE	SENATE OF LOUISIANA (DISTRICT 1)	195 STRAWBERRY STREET	SLIDELL, LA 70460
HONORABLE JEAN-PAUL MORRELL	SENATE OF LOUISIANA (DISTRICT 3)	6305 ELYSIAN FIELDS AVENUE SUITE 404	NEW ORLEANS, LA 70122
HONORABLE EDWIN R. MURRAY	SENATE OF LOUISIANA (DISTRICT 4)	1540 N BROAD STREET	NEW ORLEANS, LA 70119
HONORABLE KAREN CARTER PETERSON	SENATE OF LOUISIANA (DISTRICT 5)	1010 COMMON STREET SUITE 2510	NEW ORLEANS, LA 70112
HONORABLE DAVID HEITMEIER	SENATE OF LOUISIANA (DISTRICT 7)	3501 HOLIDAY DRIVE SUITE 2225	NEW ORLEANS, LA 70114
HONORABLE CONRAD APPEL	SENATE OF LOUISIANA (DISTRICT 9)	721 PAPWORTH AVENUE SUITE 102A	METAIRIE, LA 70005
HONORABLE STEVE SCALISE	US HOUSE OF REPRESENTATIVES (DISTRICT 1)	110 VETERANS BLVD., SUITE 500	METAIRIE, LA 70005
HONORABLE CEDRIC RICHMOND	US HOUSE OF REPRESENTATIVES (DISTRICT 2)	2021 LAKESHORE DRIVE, SUITE 309	NEW ORLEANS, LA 70122
SENATOR MARY LANDRIEU	UNITED STATES SENATE	500 POYDRAS STREET, SUITE 1005	NEW ORLEANS, LA 70130
SENATOR DAVID VITTER	UNITED STATES SENATE	2800 VETERANS MEMORIAL BLVD., SUITE 201	METAIRIE, LA 70002
Mr. Ron Gardner, Vice Chancellor	LSU Health Sciences Center	433 Bolivar Street	New Orleans, LA 70112
Mr. James McNamara, Chairman	New Orleans Bioscience Economic Development Dist.	1527 Harmony Street	New Orleans, LA 70115
Mr. William Detwillier, Veterans Liason	VA Medical Center	321 Veterans Blvd., Suite 205	Metairie, LA 70005
Ms. Liz Failla	VA Medical Center	P. O. Box 61011	New Orleans, LA 70161
Mr. Donald Ours, CM	St. Joseph's Church Pastor	1802 Tulane Avenue	New Orleans, LA 70112
Ms. Collette Creppell	Tulane University Director of Campus Planning	1315 Broadway Street	New Orleans, LA 70118
Ms. Abby Johnson	Unity of Greater New Orleans	2475 Canal Street, Suite 300	New Orleans, LA 70119
Ms. Adrian Rodriguez	LA Cancer Research Consortium Capitol Projects Manager	1615 Poydras St., Suite 1000	New Orleans, LA 70112
Ms. Jill Domingo	Joe's Lawn Mower Shop Manager	2501 Tulane Avenue	New Orleans, LA 70119
Mr. Louis Costa	AECOM/GNOBEDD	1555 Poydras St., Suite 1860	New Orleans, LA 70112
Mr. Chris Papamichael	Domain Companies	900 South Peters St., Loft 1	New Orleans, LA 70130

Public Meeting Notice

The New Orleans Regional Planning Commission, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment for the improvement of the US 61 (Tulane Avenue) corridor. The proposed Tulane Avenue corridor improvements span from S. Carrollton Avenue east to S. Claiborne Avenue, a distance of 1.93 miles. The US 61/Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The overall goal of this project is corridor improvements that support future traffic demand and adjacent land use while enhancing pedestrian and transit system operations. A public, "open house" style, meeting will be held at the following location and time to provide citizens an opportunity to view alternative plans and ask questions of the project team:

July 24, 2012
4:00 – 7:00 PM

Regional Transit Authority Facility
Board Room, 2nd Floor
2817 Canal Street
New Orleans, Louisiana 70119

Two alternatives are currently under consideration including 1) a minimum reconstruction alternative and 2) a total reconstruction alternative.

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

Public Meeting Notice

The New Orleans Regional Planning Commission, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment for the improvement of the US 61 (Tulane Avenue) corridor. The proposed Tulane Avenue corridor improvements span from S. Carrollton Avenue east to S. Claiborne Avenue, a distance of 1.93 miles. The US 61/Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The overall goal of this project is corridor improvements that support future traffic demand and adjacent land use while enhancing pedestrian and transit system operations. A public, "open house" style, meeting will be held at the following location and time to provide citizens an opportunity to view alternative plans and ask questions of the project team:

July 24, 2012
4:00 – 7:00 PM

Regional Transit Authority Facility
Board Room, 2nd Floor
2817 Canal Street
New Orleans, Louisiana 70119

Two alternatives are currently under consideration including 1) a minimum reconstruction alternative and 2) a total reconstruction alternative.

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd, Suite 900
Metairie, Louisiana 70002

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd, Suite 900
Metairie, Louisiana 70002

Undelivered	Name	Address	City	State	Zip code
	Property Owner	1 WILCOX BLVD	HARAHAN	LA	70123
	Property Owner	100 CONTI ST	NEW ORLEANS	LA	70130
	Property Owner	1000 TCHOUPITOULAS ST	NEW ORLEANS	LA	70130
	Property Owner	1001 ORLEANS AV	NEW ORLEANS	LA	70116
	Property Owner	1004 N HIGHLAND AV	MURFREESBORO	TN	37130
	Property Owner	102 GARDEN CIRCLE #3	BRANSON	MO	65616
	Property Owner	1025 BIENVILLE ST STE 5	NEW ORLEANS	LA	70112
	Property Owner	1057 LAKESHORE BLVD	SLIDELL	LA	70461
	Property Owner	11 FARNHAM PLACE	METAIRIE	LA	70005
	Property Owner	11 PARK PLACE SUITE 1705	NEW YORK	NY	10007
	Property Owner	1101 ELMEER AVE	METAIRIE	LA	70005
	Property Owner	1105 TRUDEAU ST	METAIRIE	LA	70003
	Property Owner	112 LAKE LYNN DR	HARVEY	LA	70058
	Property Owner	113 LAKE RIDGE DR	LA PLACE	LA	70068
	Property Owner	1141 ORION AVENUE	METAIRIE	LA	70005
X	Property Owner	1155 PEACHTREE STREET N E ROOM 16H02	ATLANTA	GA	30309
	Property Owner	116 AYSHIRE CT	SLIDELL	LA	70461
	Property Owner	12 MEADOWBROOK RD	FAIRFIELD	CT	06824
	Property Owner	1201 CANAL ST 565	NEW ORLEANS	LA	70119
	Property Owner	1225 BONNABEL DR.	METAIRIE	LA	70005
	Property Owner	12331 CARMEL PLACE	NEW ORLEANS	LA	70128
	Property Owner	1250 E MISSOURI AVE	PHOENIX	AZ	85014
	Property Owner	12543 HEURICH RD	SILVER SPRING	MD	20902
	Property Owner	12597 BAYOU FORDOCHE ROAD	MORGANZA	LA	70759
	Property Owner	12653 CONCHO DRIVE	FRISCO	TX	75034
	Property Owner	127 CAMP ST	NEW ORLEANS	LA	70130
	Property Owner	1300 PERDIDO ST	NEW ORLEANS	LA	70112
	Property Owner	1337 SPAIN ST	NEW ORLEANS	LA	70117
	Property Owner	1340 POYDRAS ST STE 600	NEW ORLEANS	LA	70112
	Property Owner	1400 HURON AVENUE	METAIRIE	LA	70005
	Property Owner	1432 BRETT PLACE#74	SAN PEDRO	CA	90732
	Property Owner	1435 N JOHNSON ST	NEW ORLEANS	LA	70116
	Property Owner	147 CARONDELET ST STE 1123	NEW ORLEANS	LA	70130
	Property Owner	147 CARONDELET ST SUITE 1137	NEW ORLEANS	LA	70130
	Property Owner	14833 SPRING CREEK RD APT 133	DALLAS	TX	75248
	Property Owner	160 BIGNER ROAD	MANDEVILLE	LA	70448
	Property Owner	1600 ENGLISH COLONY DR	LA PLACE	LA	70068
	Property Owner	1607 CHARLTON DRIVE	NEW ORLEANS	LA	70122
	Property Owner	1618 NEW YORK ST	NEW ORLEANS	LA	70122
	Property Owner	162 BEVERLY DRIVE	METAIRIE	LA	70001
	Property Owner	1660 DUKE ST	ALEXANDRIA	VA	22314
	Property Owner	1707 AGRICULTURE STREET	NEW ORLEANS	LA	70119
	Property Owner	1712 PAUGER ST	NEW ORLEANS	LA	70116
	Property Owner	1722 LARK ST	NEW ORLEANS	LA	70122
	Property Owner	1759 N DORGENOIS	NEW ORLEANS	LA	70119
	Property Owner	18 SNIPE ST	NEW ORLEANS	LA	70124

	Property Owner	1809 STALL DR.	HARVEY	LA	70058
	Property Owner	1812 CARNATION	METAIRIE	LA	70001
	Property Owner	1832 FELICITY ST	NEW ORLEANS	LA	70112
	Property Owner	1904 EDGEMORE DR.	SLIDELL	LA	70461
	Property Owner	1934 INDIANA ST.	KENNER	LA	70062
	Property Owner	1934 SNOWBIRD DRIVE	HARVEY	LA	70056
	Property Owner	200 CYPRESS GROVE CT #78	NEW ORLEANS	LA	70131
	Property Owner	200 FIFTH ST	CHALMETTE	LA	70043
	Property Owner	2001 BEHRMAN AV	NEW ORLEANS	LA	70114
	Property Owner	204 BART STREET	BOURG	LA	70343
	Property Owner	20938 YOUNG MEADOWS WAY	KATY	TX	77449
	Property Owner	2104 TULANE AVE	NEW ORLEANS	LA	70112
	Property Owner	2105 RUE SIMONE	HAMMOND	LA	70403
	Property Owner	2117 EDENBORN AV.	METAIRIE	LA	70001
X	Property Owner	2126 PERDIDO STREET	NEW ORLEANS	LA	70112
	Property Owner	2132 TULANE AVE	NEW ORLEANS	LA	70112
	Property Owner	215 AVENUE E	METAIRIE	LA	70005
X	Property Owner	217 S GALVEZ ST	NEW ORLEANS	LA	70119
	Property Owner	2206 ESPLANADE AVE	NEW ORLEANS	LA	70119
	Property Owner	2224 PRAIRIE CT.	MANDEVILLE	LA	70448
	Property Owner	224 S CLARK ST	NEW ORLEANS	LA	70119
	Property Owner	227 SANDY SPRINGS PL # D171	ATLANTA	GA	30328
	Property Owner	2320 TULANE AV	NEW ORLEANS	LA	70119
	Property Owner	2325 GRAVIER STREET	NEW ORLEANS	LA	70119
X	Property Owner	2336 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	239 S JEFFERSON DAVIS PKWY	NEW ORLEANS	LA	70119
	Property Owner	24 TENNYSON PLACE	NEW ORLEANS	LA	70131
	Property Owner	2404 IDAHO AV	KENNER	LA	70062
	Property Owner	2414 BAYOU DAIBONNE DR	WEST MONROE	LA	71291
	Property Owner	2424 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	2426 BRADDISH AL	NEW ORLEANS	LA	70119
	Property Owner	244 RUE JONATHAN	SLIDELL	LA	70461
	Property Owner	2478 LAKE OAKS PARKWAY	NEW ORLEANS	LA	70122
	Property Owner	2500 WISCONSIN AVE NW #112	WASHINGTON	DC	20007
	Property Owner	2501 TULANE AVE	NEW ORLEANS	LA	70119
X	Property Owner	2507 GRAVIER ST.	NEW ORLEANS	LA	70119
	Property Owner	2517 GRAVIER STREET	NEW ORLEANS	LA	70119
	Property Owner	2518 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	2523 GRAVIER ST	NEW ORLEANS	LA	70119
	Property Owner	2527 GRAVIER STREET	NEW ORLEANS	LA	70119
X	Property Owner	2537 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	2553 ORLEANS AVE	NEW ORLEANS	LA	70119
	Property Owner	2573 EASTVIEW DRIVE	HARVEY	LA	70058
	Property Owner	2601 LAPAGE ST	NEW ORLEANS	LA	70119
	Property Owner	2601 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	2614 TULANE AV	NEW ORLEANS	LA	70119
	Property Owner	2626 BANKS STREET	NEW ORLEANS	LA	70119

	Property Owner	2626 N ARNOULT RD STE 130	METAIRIE	LA	70002
	Property Owner	2630 BANKS STREET	NEW ORLEANS	LA	70119
	Property Owner	2646 BANKS STREET	NEW ORLEANS	LA	70119
	Property Owner	2648 BANKS ST	NEW ORLEANS	LA	70119
	Property Owner	2718 CLEVELAND AV	NEW ORLEANS	LA	70119
	Property Owner	2722 BANKS ST	NEW ORLEANS	LA	70119
	Property Owner	2730 BANKS ST	NEW ORLEANS	LA	70119
	Property Owner	2735 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	2763 IBERVILLE ST	NEW ORLEANS	LA	70119
	Property Owner	28 ALLARD BLVD.	NEW ORLEANS	LA	70119
	Property Owner	2800 GRAVIER ST	NEW ORLEANS	LA	70119
	Property Owner	2802 BANKS STREET	NEW ORLEANS	LA	70119
	Property Owner	2808 BANKS STREET	NEW ORLEANS	LA	70119
	Property Owner	2814 BANKS ST	NEW ORLEANS	LA	70119
	Property Owner	2815 D'ABADIE ST	NEW ORLEANS	LA	70119
	Property Owner	2836 TULANE AVE	NEW ORLEANS	LA	70119
X	Property Owner	2913 GRAVIER ST	NEW ORLEANS	LA	70119
	Property Owner	2919 JOLIET ST	NEW ORLEANS	LA	70118
	Property Owner	2920 FOREST LANE APT. 203	DALLAS	TX	75234
	Property Owner	2942 MEMORIAL PARK DRIVE	NEW ORLEANS	LA	70114
	Property Owner	3012 HOUMA BLVD. APT. D	METAIRIE	LA	70006
	Property Owner	3014 BAUDIN STREET	NEW ORLEANS	LA	70119
	Property Owner	3028 BAUDIN STREET	NEW ORLEANS	LA	70119
	Property Owner	3031 BAUDIN STREET	NEW ORLEANS	LA	70119
	Property Owner	3053 GRAND RTE. ST. JOHN	NEW ORLEANS	LA	70119
	Property Owner	310 W. MAIN ST	RISING SUN	MD	21911
X	Property Owner	3107 GRAVIER ST.	NEW ORLEANS	LA	70119
	Property Owner	3109 BAUDIN ST	NEW ORLEANS	LA	70119
	Property Owner	3109 GRAVIER ST	NEW ORLEANS	LA	70119
	Property Owner	3115 GRAVIER STREET	NEW ORLEANS	LA	70119
	Property Owner	314 BETZ AVE	NEW ORLEANS	LA	70121
	Property Owner	3187 STEINWAY ST	ASTORIA	NY	11103
	Property Owner	320 N CARROLLTON AVE STE 200	NEW ORLEANS	LA	70119
	Property Owner	3212 BAUDIN STREET	NEW ORLEANS	LA	70119
	Property Owner	3214 BANKS ST	NEW ORLEANS	LA	70119
X	Property Owner	3220 TULANE AV	NEW ORLEANS	LA	70119
	Property Owner	3223 GRAVIER STREET	NEW ORLEANS	LA	70119
	Property Owner	3224 N TURNBULL DR	METAIRIE	LA	70002
	Property Owner	3225 GRAVIER ST	NEW ORLEANS	LA	70130
	Property Owner	3229 D'HEMECOURT ST	NEW ORLEANS	LA	70119
	Property Owner	3233 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
	Property Owner	324 S RAMPART ST	NEW ORLEANS	LA	70112
	Property Owner	3245 KENTUCKY AVE	KENNER	LA	70065
	Property Owner	329 RIDGEWAY DR	METAIRIE	LA	70001
X	Property Owner	3308 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3315 GRAVIER ST	NEW ORLEANS	LA	70119
	Property Owner	3320 BAUDIN ST	NEW ORLEANS	LA	70119

	Property Owner	3324 BAUDIN ST	NEW ORLEANS	LA	70119
	Property Owner	337 CARONDELET ST	NEW ORLEANS	LA	70130
	Property Owner	3400 TULANE AVE SUITE 1000	NEW ORLEANS	LA	70119
	Property Owner	3439 KENNONVIEW DR.	HOUSTON	TX	77068
	Property Owner	3508 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3508 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3508 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3516 D HEMECOURT STREET.	NEW ORLEANS	LA	70119
	Property Owner	3519 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3520 GEN DE GAULLE DR STE 5055	NEW ORLEANS	LA	70114
	Property Owner	3521 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
	Property Owner	3522 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3535 CANAL ST STE 100	NEW ORLEANS	LA	70119
	Property Owner	3540 N LABARRE RD	METAIRIE	LA	70002
	Property Owner	3610 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3615 D'HEMECOURT ST	NEW ORLEANS	LA	70119
X	Property Owner	365 CANAL ST STE 2670	NEW ORLEANS	LA	70130
	Property Owner	365 ESCOBAR ST	FREMONT	CA	94539
	Property Owner	3654 SOMERSET DR	NEW ORLEANS	LA	70131
X	Property Owner	3670 BELLE GLADE TRAIL	HOMESTEAD	FL	33039
	Property Owner	3704 LAKE VILLA DR	METAIRIE	LA	70002
	Property Owner	3720 D'HEMECOURT ST.	NEW ORLEANS	LA	70119
	Property Owner	3801 ST CHARLES AV APT 300	NEW ORLEANS	LA	70115
	Property Owner	3807 ULLOA STREET	NEW ORLEANS	LA	70119
	Property Owner	3810 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
	Property Owner	3810 W LAKESHORE DR	BATON ROUGE	LA	70808
	Property Owner	3818 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
	Property Owner	3822 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
	Property Owner	3827 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3835 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3900 HAMILTON ST	NEW ORLEANS	LA	70118
	Property Owner	3900 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	3901 JURGEN STREET	METAIRIE	LA	70002
	Property Owner	3920 D'HEMECOURT ST	NEW ORLEANS	LA	70119
	Property Owner	3925 IBERVILLE STREET	NEW ORLEANS	LA	70119
	Property Owner	3956 S INWOOD AVE	NEW ORLEANS	LA	70131
	Property Owner	40 MELROSE DR	MARRERO	LA	70072
	Property Owner	400 BROADMORE SQ	ATLANTA	GA	30349
	Property Owner	4000 DAVEY ST #307	NEW ORLEANS	LA	70122
	Property Owner	4008 CLEARVIEW PKWY	METAIRIE	LA	70006
	Property Owner	4021 TULANE AV	NEW ORLEANS	LA	70119
	Property Owner	4025 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	4040 TULANE AV. SUITE 8000	NEW ORLEANS	LA	70119
	Property Owner	4041 ULLOA ST	NEW ORLEANS	LA	70119
	Property Owner	4043 ULLOA ST	NEW ORLEANS	LA	70119
	Property Owner	405 S BROAD ST	NEW ORLEANS	LA	70119
	Property Owner	4050 FRANKLIN AVE	NEW ORLEANS	LA	70122

	Property Owner	408 SO DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	415 20TH STREET	NEW ORLEANS	LA	70124
	Property Owner	415 TWENTIETH ST	NEW ORLEANS	LA	70124
	Property Owner	416 METAIRIE LAWN	METAIRIE	LA	70001
	Property Owner	417 S WHITE ST	NEW ORLEANS	LA	70119
X	Property Owner	417 SO BROAD STREET	NEW ORLEANS	LA	70119
	Property Owner	419 SOUTH DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	420 S GAYOSO ST	NEW ORLEANS	LA	70119
	Property Owner	422 S BROAD ST	NEW ORLEANS	LA	70119
	Property Owner	4220 BEN MICHAEL DR.	MARRERO	LA	70072
	Property Owner	423 SOUTH DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	427 S GAYOSO STREET	NEW ORLEANS	LA	70119
	Property Owner	428 S GALVEZ ST	NEW ORLEANS	LA	70131
	Property Owner	4303 S CARROLLTON AVE	NEW ORLEANS	LA	70119
	Property Owner	4312 ORLEANS AVE	NEW ORLEANS	LA	70119
	Property Owner	4316 SO CARROLLTON AVE	NEW ORLEANS	LA	70119
	Property Owner	434 S LOPEZ ST	NEW ORLEANS	LA	70119
	Property Owner	4344 EARHART BL STE E	NEW ORLEANS	LA	70125
	Property Owner	436 SO GAYOSO STREET	NEW ORLEANS	LA	70119
	Property Owner	44 PELHAM AVE	METAIRIE	LA	70005
	Property Owner	4416 DREYFOUS AV	METAIRIE	LA	70002
	Property Owner	4420 TRIESTE STREET	NEW ORLEANS	LA	70129
	Property Owner	445 RUTHERFORD DRIVE	COVINGTON	LA	70433
X	Property Owner	4500 DREUX AVENUE	NEW ORLEANS	LA	70126
	Property Owner	4618 PALMYRA ST	NEW ORLEANS	LA	70119
	Property Owner	4624 D'HEMECOURT ST	NEW ORLEANS	LA	70119
	Property Owner	4681 HIGHWAY 39	BRAITHWAITE	LA	70040
	Property Owner	4708 REBECCA BL.	KENNER	LA	70065
	Property Owner	4714 SILVERBROOK WAY	BOWIE	MD	20720
	Property Owner	4744 KAWANEE AV	METAIRIE	LA	70006
	Property Owner	4745 AVRON BLVD	METAIRIE	LA	70006
	Property Owner	49 QUEENS CT	CHALMETTE	LA	70043
	Property Owner	4908 TOWNSEND ST	METAIRIE	LA	70006
	Property Owner	4911 BERGERAC ST	NEW ORLEANS	LA	70129
	Property Owner	50 WESTBANK EXPRESSWAY	GRETNA	LA	70053
	Property Owner	500 S JEFFERSON DAVIS PKWY UNIT 2	NEW ORLEANS	LA	70119
	Property Owner	500 S JEFFERSON DAVIS PKWY UNIT 6	NEW ORLEANS	LA	70119
	Property Owner	500 S JEFFERSON DAVIS PKWY UNIT 7	NEW ORLEANS	LA	70119
	Property Owner	500 SO GAYOSO ST	NEW ORLEANS	LA	70119
	Property Owner	501 S RENDON ST	NEW ORLEANS	LA	70119
	Property Owner	5028 LAUREL STREET	NEW ORLEANS	LA	70115
	Property Owner	504 S RENDON ST	NEW ORLEANS	LA	70119
	Property Owner	508 SOUTH RENDON STREET	NEW ORLEANS	LA	70119
	Property Owner	509 S DUPRE ST	NEW ORLEANS	LA	70119
X	Property Owner	51 HOLMES BLVD	TERRYTOWN	LA	70056
	Property Owner	5101 PARIS AVENUE	NEW ORLEANS	LA	70122
	Property Owner	511 GRAVIER STREET SUITE-100	NEW ORLEANS	LA	70130

	Property Owner	515 S GAYOSO ST	NEW ORLEANS	LA	70119
	Property Owner	516 JEFF DAVIS AVE	WAVELAND	MS	39576
	Property Owner	517 S RENDON ST	NEW ORLEANS	LA	70119
	Property Owner	5196 BASINVIEW DR.	NEW ORLEANS	LA	70126
	Property Owner	520 S.TONTI STREET	NEW ORLEANS	LA	70119
X	Property Owner	524 CAMP ST	NEW ORLEANS	LA	70130
	Property Owner	527 SO RENDON STREET	NEW ORLEANS	LA	70119
	Property Owner	528 S BROAD ST	NEW ORLEANS	LA	70119
	Property Owner	529 MELODY DR	METAIRIE	LA	70001
X	Property Owner	530 S JEFFERSON DAVIS PKWY	NEW ORLEANS	LA	70119
	Property Owner	530 SOUTH ROCHEBLAVE STREET	NEW ORLEANS	LA	70119
	Property Owner	5308 13TH AVE SUITE 133	BROOKLYN	NY	11219
	Property Owner	531 LAKE AVE	METAIRIE	LA	70005
	Property Owner	531 SOUTH LOPEZ STREET	NEW ORLEANS	LA	70119
	Property Owner	532 S DORGENOIS ST	NEW ORLEANS	LA	70119
	Property Owner	536 SOUTH MIRO STREET	NEW ORLEANS	LA	70119
	Property Owner	537 SOUTH GENOIS STREET	NEW ORLEANS	LA	70119
	Property Owner	538 HAGAN AV.	NEW ORLEANS	LA	70119
	Property Owner	540 JEFFERSON AVE	ELIZABETH	NJ	07201
	Property Owner	540 S BROAD ST STE C	NEW ORLEANS	LA	70119
	Property Owner	5470 STILLWATER	NEW ORLEANS	LA	70128
	Property Owner	5505 S CLAIBORNE AVE	NEW ORLEANS	LA	70125
	Property Owner	5555 CANAL BL STE 2	NEW ORLEANS	LA	70124
	Property Owner	5644 CHERLYN DRIVE	NEW ORLEANS	LA	70124
	Property Owner	5668 ADA PL	NEW ORLEANS	LA	70124
	Property Owner	580 JACK DRIVE	COVINGTON	LA	70433
	Property Owner	5900 S. FRONT ST	NEW ORLEANS	LA	70115
	Property Owner	5925 PERRIER ST	NEW ORLEANS	LA	70115
	Property Owner	5949 GOODWOOD AVE	BATON ROUGE	LA	70806
	Property Owner	5979 W FOREST ISLE #386	NEW ORLEANS	LA	70131
	Property Owner	5986 CANAL BL	NEW ORLEANS	LA	70124
	Property Owner	602 S.TELEMACHUS ST	NEW ORLEANS	LA	70125
	Property Owner	605 SGENOIS ST	NEW ORLEANS	LA	70119
	Property Owner	608 SOUTH CORTEZ STREET	NEW ORLEANS	LA	70119
	Property Owner	6120 CLEARWATER DR	SLIDELL	LA	70460
	Property Owner	6124 CAMP STREET	NEW ORLEANS	LA	70188
	Property Owner	6134 BELLDIRIE DR	NEW ORLEANS	LA	70124
	Property Owner	617 COLBERT ST	MANDEVILLE	LA	70470
	Property Owner	618 MISSISSIPPI ST.	DONALDSONVILLE	LA	70346
	Property Owner	618 SEVENTH ST.	NEW ORLEANS	LA	70115
	Property Owner	621 MELODY DRIVE	METAIRIE	LA	70002
	Property Owner	624 SO GAYOSO STREET	NEW ORLEANS	LA	70119
	Property Owner	628 SO GAYOSO STREET	NEW ORLEANS	LA	70119
X	Property Owner	630 S LOPEZ ST	NEW ORLEANS	LA	70119
	Property Owner	6315 LAUREL ST	NEW ORLEANS	LA	70118
	Property Owner	634 S RENDON ST	NEW ORLEANS	LA	70119
	Property Owner	6342 SHADOW RIDGE COURT	BRENTWOOD	TN	37027

	Property Owner	636 HESPER AVE	METAIRIE	LA	70002
	Property Owner	636 SO GAYOSO ST	NEW ORLEANS	LA	70119
	Property Owner	636 SOUTH LOPEZ STREET	NEW ORLEANS	LA	70119
	Property Owner	637 SO SCOTT STREET	NEW ORLEANS	LA	70119
	Property Owner	639 N DUPRE STREET	NEW ORLEANS	LA	70150
	Property Owner	640 S RENDON ST	NEW ORLEANS	LA	70119
	Property Owner	641 S SALCEDO STREET	NEW ORLEANS	LA	70119
	Property Owner	641 S. LOPEZ ST.	NEW ORLEANS	LA	70119
	Property Owner	644 SOUTH RENDON STREET	NEW ORLEANS	LA	70119
	Property Owner	646 S GAYOSO ST	NEW ORLEANS	LA	70119
	Property Owner	647 SO DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	6534 PONTCHARTRAIN BLVD	NEW ORLEANS	LA	70124
	Property Owner	654 S GAYOSO ST	NEW ORLEANS	LA	70119
	Property Owner	655 SOUTH GAYOSO STREET	NEW ORLEANS	LA	70119
	Property Owner	6570 LOUIS XIV ST	NEW ORLEANS	LA	70124
X	Property Owner	665 S. DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	6810 ROUGBY COURT	NEW ORLEANS	LA	70126
	Property Owner	6941 LAKE WILLOW DRIVE	NEW ORLEANS	LA	70126
	Property Owner	705 LANG STREET	NEW ORLEANS	LA	70131
	Property Owner	7102 BUNDY RD	NEW ORLEANS	LA	70127
X	Property Owner	715 BARONNE ST	NEW ORLEANS	LA	70112
	Property Owner	725 SO GENOIS STREET	NEW ORLEANS	LA	70119
	Property Owner	732 S SALCEDO ST	NEW ORLEANS	LA	70119
	Property Owner	738 SO JEFFERSON DAVIS PKWY	NEW ORLEANS	LA	70119
X	Property Owner	742 SO GENOIS STREET	NEW ORLEANS	LA	70119
	Property Owner	751 S GENOIS ST	NEW ORLEANS	LA	70119
	Property Owner	7580 BRANCH DR	NEW ORLEANS	LA	70128
	Property Owner	7608 VANDERKLOOT AVE	NEW ORLEANS	LA	70127
	Property Owner	7672 FORUM BLVD	NEW ORLEANS	LA	70128
	Property Owner	7716 ST CHARLES AVE	NEW ORLEANS	LA	70117
	Property Owner	77505 WILLIE DR	GROSSE TETE	LA	70740
	Property Owner	7808 PEARL ST	NEW ORLEANS	LA	70118
	Property Owner	7820 MAPLE ST	NEW ORLEANS	LA	70118
	Property Owner	8006 NELSON STREET	NEW ORLEANS	LA	70125
	Property Owner	806 KATHY ST	GRETNA	LA	70056
	Property Owner	825 MC CRUICE STREET	MANDEVILLE	LA	70448
	Property Owner	8300 DOUGLAS AV SUITE 750	DALLAS	TX	75225
	Property Owner	8415 BELFAST ST.	NEW ORLEANS	LA	70118
	Property Owner	8428 OLEANDER ST	NEW ORLEANS	LA	70118
	Property Owner	85 CHATEAU MOUTON DR	KENNER	LA	70065
	Property Owner	850 EDWARDS AVE	HARAHAN	LA	70123
	Property Owner	8518 OAK ST	NEW ORLEANS	LA	70118
	Property Owner	8518 ZIMPEL ST.	NEW ORLEANS	LA	70118
	Property Owner	90 NATCHEZ TRACE DR	HARVEY	LA	70058
	Property Owner	922 HARDING DR	NEW ORLEANS	LA	70119
	Property Owner	926 N. SALCEDO STREET	NEW ORLEANS	LA	70119
	Property Owner	927 BORDEAUX ST	NEW ORLEANS	LA	70115

	Property Owner	930 POYDRAS ST #1919	NEW ORLEANS	LA	70112
	Property Owner	933 WILSON DR	NEW ORLEANS	LA	70119
	Property Owner	9461 SOUTH VILLA ISLE DR	VILLA PARK	CA	92861
	Property Owner	949 KINGSWAY DR W	GRETNA	LA	70056
	Property Owner	9601 SOUTHERNVIEW DR	OKLAHOMA CITY	OK	73165
	Property Owner	9820 ELM PLACE	RIVER RIDGE	LA	70123
	Property Owner	2304 DIVISION ST	METAIRIE	LA	70001
	Property Owner	1010 COMMON ST STE 1800	NEW ORLEANS	LA	70112
	Property Owner	II #11 FARNHAM PLACE	METAIRIE	LA	70005
	Property Owner	1505 N 19TH STREET	MONROE	LA	71207
	Property Owner	2932 PALM VISTA DR	KENNER	LA	70065
	Property Owner	4152 CANAL ST	NEW ORLEANS	LA	70119
	Property Owner	201 ST CHARLES AVE 49TH FLOOR	NEW ORLEANS	LA	70170
	Property Owner	PO BOX 13203	NEW ORLEANS	LA	70185
	Property Owner	1220 HARMONY ST	NEW ORLEANS	LA	70115
	Property Owner	212 VETERANS MEM. BLVD. #100	METAIRIE	LA	70005
	Property Owner	720 GRAND DR	METAIRIE	LA	70003
X	Property Owner	3311 DELACHAISE ST	NEW ORLEANS	LA	70125
X	Property Owner	3600 TULANE AVE	NEW ORLEANS	LA	70119
	Property Owner	212 VETERANS BL	METAIRIE	LA	70005
	Property Owner	3615 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
	Property Owner	5109 DOUGLASS STREET	NEW ORLEANS	LA	70117
	Property Owner	1615 POYDRAS STREET STE-1280	NEW ORLEANS	LA	70112
	Property Owner	215 AVE E	METAIRIE	LA	70005
	Property Owner	3315 GRAVIER STREET	NEW ORLEANS	LA	70119
	Property Owner	3823 ULLOA STREET	NEW ORLEANS	LA	70119
	Property Owner	412 SO DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	423 SO WHITE STREET	NEW ORLEANS	LA	70119
	Property Owner	4812 TOBY LANE	METAIRIE	LA	70003
	Property Owner	531 SOUTH LOPEZ STREET	NEW ORLEANS	LA	70119
	Property Owner	543 SO TONTI STREET	NEW ORLEANS	LA	70119
	Property Owner	5925 PERRIER ST.	NEW ORLEANS	LA	70115
	Property Owner	730 RUE MARSEILLE	MANDEVILLE	LA	70471
	Property Owner	301 BROCKEN BRAUGH CT	METAIRIE	LA	70005
	Property Owner	6965 COLBERT ST.	NEW ORLEANS	LA	70124
	Property Owner	235 S GENOIS ST	NEW ORELANS	LA	70119
X	Property Owner	3714 LOUISIANA AVE PKWY	NEW ORLEANS	LA	70125
	Property Owner	411 S DUPRE ST B""	NEW ORLEANS	LA	70119
	Property Owner	4995 REYNOLDS LANE	BIRMINGHAM	AL	35242
X	Property Owner	511 S RENDON ST	NEW ORLEANS	LA	70119
	Property Owner	640 S GAYOSO STREET	NEW ORLEANS	LA	70119
	Property Owner	P O BOX 19902	NEW ORLEANS	LA	70179
	Property Owner	1220 E.50TH STREET	CHICAGO	IL	60615
	Property Owner	4022 BUICK STREET	NEW ORLEANS	LA	70126
	Property Owner	5001 LAPALCO BLVD.	MARRERO	LA	70072
	Property Owner	604 SOUTH TELEMACHUS STREET	NEW ORLEANS	LA	70119
X	Property Owner	2000 TULANE AVE	NEW ORLEANS	LA	70112

	Property Owner	3615 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
X	Property Owner	2100 TULANE AVE	NEW ORLEANS	LA	70112
	Property Owner	P O BOX 1585	MARRERO	LA	70073
	Property Owner	P O BOX 1637	KENNER	LA	70063
	Property Owner	P O BOX 189	KENNER	LA	70062
	Property Owner	P O BOX 19996	NEW ORLEANS	LA	70179
	Property Owner	P O BOX 24359	NEW ORLEANS	LA	70184
	Property Owner	P O BOX 30492	NEW ORLEANS	LA	70190
	Property Owner	P O BOX 368	SORRENTO	LA	70778
	Property Owner	P O BOX 44323 CAPITAL STATION	BATON ROUGE	LA	70804
	Property Owner	P O BOX 50368	NEW ORLEANS	LA	70150
	Property Owner	P O BOX 515	BOUTTE	LA	70039
	Property Owner	P O BOX 56028	METAIRIE	LA	70055
	Property Owner	P O BOX 6125	METAIRIE	LA	70009
	Property Owner	P O BOX 61262	NEW ORLEANS	LA	70161
	Property Owner	P O BOX 7023	METAIRIE	LA	70010
	Property Owner	P O BOX 70348	NEW ORLEANS	LA	70172
	Property Owner	P O BOX 750556	NEW ORLEANS	LA	70175
	Property Owner	P O BOX 759	AMITE	LA	70422
	Property Owner	P O BOX 791169	NEW ORLEANS	LA	70179
	Property Owner	P O BOX 911	WESTWEGO	LA	70093
	Property Owner	P. O. BOX 6256	METAIRIE	LA	70009
	Property Owner	P. O. BOX 1206	SLIDELL	LA	70459
	Property Owner	P. O. BOX 19996	NEW ORLEANS	LA	70179
	Property Owner	P. O. BOX 30285	NEW ORLEANS	LA	70190
	Property Owner	P.O BOX 50255	NEW ORLEANS	LA	70150
	Property Owner	P.O. BOX 368	SORRENTO	LA	70778
	Property Owner	P.O. BOX 10806	NEW ORLEANS	LA	70181
	Property Owner	P.O. BOX 13133	NEW ORLEANS	LA	70185
	Property Owner	P.O. BOX 156	KENNER	LA	70063
	Property Owner	P.O. BOX 189	KENNER	LA	70063
	Property Owner	P.O. BOX 19740	NEW ORLEANS	LA	70179
	Property Owner	P.O. BOX 2625	KENNER	LA	70063
	Property Owner	P.O. BOX 50255	NEW ORLEANS	LA	70150
	Property Owner	P.O. BOX 53287	NEW ORLEANS	LA	70153
	Property Owner	P.O. BOX 642018	KENNER	LA	70064
	Property Owner	P.O. BOX 70348	NEW ORLEANS	LA	70172
	Property Owner	P.O. BOX 8550	METAIRIE	LA	70011
X	Property Owner	P.O. BOX 56606	NEW ORLEANS	LA	70156
	Property Owner	P. O. BOX 4143	SLIDELL	LA	70459
	Property Owner	P. O. BOX 24147	NEW ORLEANS	LA	70184
	Property Owner	P. O. BOX 53287	NEW ORLEANS	LA	70153
	Property Owner	1950 GLENWOOD DRIVE	MARRERO	LA	70072
	Property Owner	4420 TRIESTE ST	NEW ORLEANS	LA	70129
	Property Owner	3826 GILBERT AVE	DALLAS	TX	75219
X	Property Owner	P. O. BOX 61262	NEW ORLEANS	LA	70161
X	Property Owner	1732 TULANE AVE	NEW ORLEANS	LA	70112

	Property Owner	433 BOLIVAR STREET	NEW ORLEANS	LA	70112
X	Property Owner	639 SO DUPRE STREET	NEW ORLEANS	LA	70119
	Property Owner	2018 PRYTANIA STREET	NEW ORLEANS	LA	70130

Appendix B

Sign-in Sheets

Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.

Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
JAY NIX	538 HAGAN AVE	PARKWAY BAKERY
Janice Abadie	2813 Canal St.	Veolia / RTA
JACK DUFFARD SR	636 HESPER	BROAD GLASS
Lee Farmer	1555 POYDRAS	AECOM
LOUIS COSTA	1555 POYDRAS 70112	AECOM
Jenny Carney	2518 Tulane Ave	New Orleans Public Schools
Kimberly Brown	2426 Bradish Place	Citizen
Miles Teapeline	218 So. Jeff Davis 70119	MCNC
Barrios, Nicelle	837 South Carrollton Ave 70118	NORTA
Bonnie Garrigan	525 S. Pierce St 70119	MCNO

Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.
Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
Clay Thomas	2426 Broadway Pl, 70119	Self
~~WEAET~~		
Meagan Toulouse	515 S Gayoso St	self
Steven Delery	7831 Scottwood Dr.	self
MaryJane Parker	220 S Gayoso St	self
Greg Lambert	516 S Rendon St	self
Emma Gaillory	"	"
Stephen Crim	704 ST PETER ST, APT I 70116	TFNOLA
Rachel Heiligman	945 Kerlerec St	TFNOLA
Mickey Wicker	Box 51720 NOLA 70151	SELF

Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.

Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
Jack Duffard Jr	3525 Tulane	Broad Glass
MAY NASSAR	1555 POYDRAS	AECOM
PRATT LANDRY	3303 TULANE & 3321 TULANE	PRATT LANDRY FAMILY TRUST LLC
Nicki Faust	3938 Bienville St	Canal Housing
Sandra Benenate	4040 Tulane #4	Fountainbleau Storage
Robert Ellis	3229 D'hemecourt	Ellis Motor Shops
Jeff Karlson	704 Piety B NOLA 70117	self
JUSTIN PITARD	2510 Tulane Ave.	Avery's Poboys
Kathleen Bilbe	~~1722~~ 1722 Lark St 70122	Self
Mick Ramirez	515 S. Gayoso St. 70119	self.

Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.

Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
Al J. WALLACE	3615 D'HEMECourt St N.O.LA 70119	NOMAR Corporation
Lili LeCrenier	218 S. Hollowa Dris Pkwy NOLA 70119	WCNO

Public Officials Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.
Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
JERRY JONES	534C HICKORY RIDGE BLVD BR LA 70817	LSU
MUBASHIR MAQBOOL	S&WB 8800 S. Claiborne Ave.	SWB
RICHARD McCALL	[redacted] - 201 St. Charles Ste 3912 70170	DPD

Team Members Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.
Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
Tom Hunter	URS	URS
JEFF RUESEL	RPC	RPC

Team Members Sign-In Sheet
Public Meeting
July 24, 2012, 4:00 P.M.
Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
BAMBI HALL	10 Vets Blvd NOLA 70124	DOTD
John King	10 Vets	RPC
Michael Starck	LADOTD - DIST. 02	DOTD
DARREL SAIZAN	Scia - DOTD	Saizan - DOTD
Wayne Nguyen	DOTD - ENVI	DOTD
Robert Loft	DOTD - Environmental	DOTD
WALTER BROOKS	RPC	RPC
DOREE MAGIERA	URS	
Anne Watkins	URS	
Jonathon Martinez	URS	

Appendix C

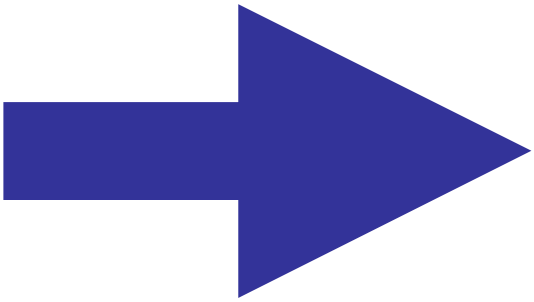
Meeting Displays, Graphics and Informational Material

Public Meeting Tonight

4:00 to 7:00 PM

Welcome

Please sign-in and proceed to the display area.



Project team members are wearing badges and are available to answer questions.

Comments will be accepted during this Public Meeting at the comment table. Comments may also be submitted by mail to the Team Office Location or via email at: **Christi.Wilson@urs.com**

Comments received from July 24 through August 7, 2012 will become part of the public record for this project.

Thank you for your cooperation.

Display Area

Informational boards depicting the proposed corridor improvements, potential typical sections, and next steps are on display.

Project team members are wearing badges and are available to answer questions.

Please provide your written or recorded comments at the Comment Table. Written comments received through August 7, 2012 will become part of the official public record for this project.

Thank you for your cooperation.

Proposed Purpose and Need

- **Improve System Linkage and Mobility** by improving a vital link to existing and proposed major medical facilities and the central business district as well as enhancing mobility for all modes of transportation.

- **Improve Safety** for vehicular traffic, pedestrians, and bicyclists by decreasing the capacity of the road and widening the median, adding left turn lanes, and adding bike lanes.

- **Improve Operational Deficiencies** by adding exclusive left turn lanes, reconfiguring intersections, and consolidate driveways.

- **Improve Modal Relationships** by adding dedicated bike lanes, consolidate bus stops, and provide far-side bus stops at signalized intersections.

Comment Table

Your comments are very important.

Comment forms are available. Feel free to take extra copies for those who were unable to attend this meeting.

When complete, please deposit your form in the box on this table.

Comments will also be accepted by mail, email, or tape recorded at this Public Meeting. Contact information is on the form. Comments received through **August 7, 2012** will become part of the public record for this project.

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002
Phone: (504) 837-6326
Email: Christi.Wilson@urs.com

Thanks for Coming . . .

But, did you:

- Sign-in at the Sign-in Table and pick-up the handout?

- Complete and submit your comment form?

- Have all of your questions been answered to your satisfaction?

If so, thank you again. If not, please see a project team member wearing a badge. Thank you.

Next Steps

1. **Receive public meeting comments** and prepare summary.

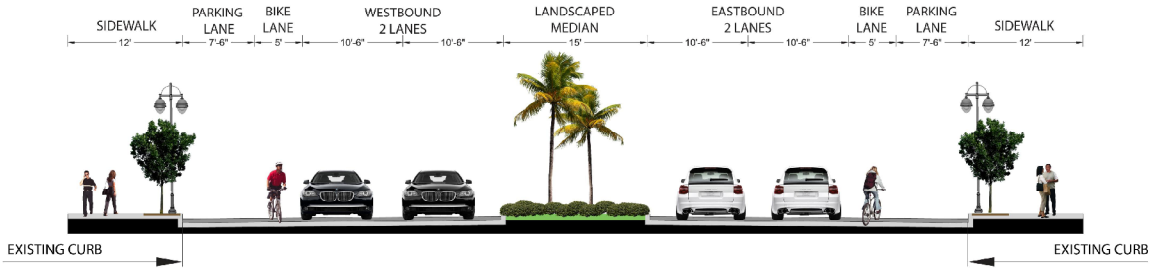
2. **Develop and Refine Alternatives** based on comments received from citizens, public officials, public agencies, and other information.

3. **Begin preliminary field work and surveys** along the corridor.

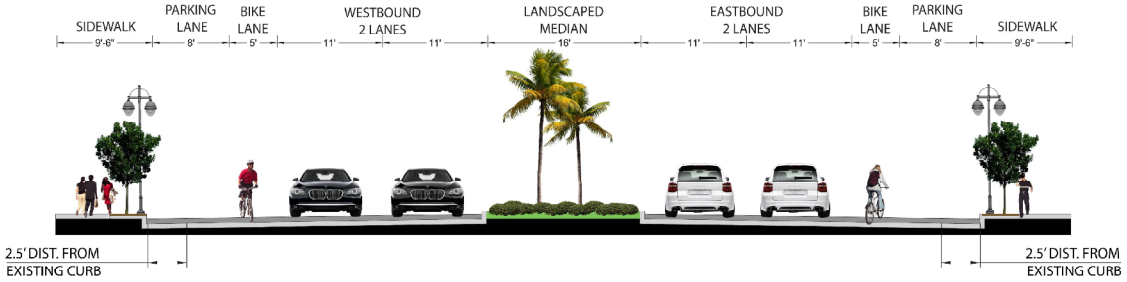
4. **Prepare Draft Environmental Assessment**

Typical Sections

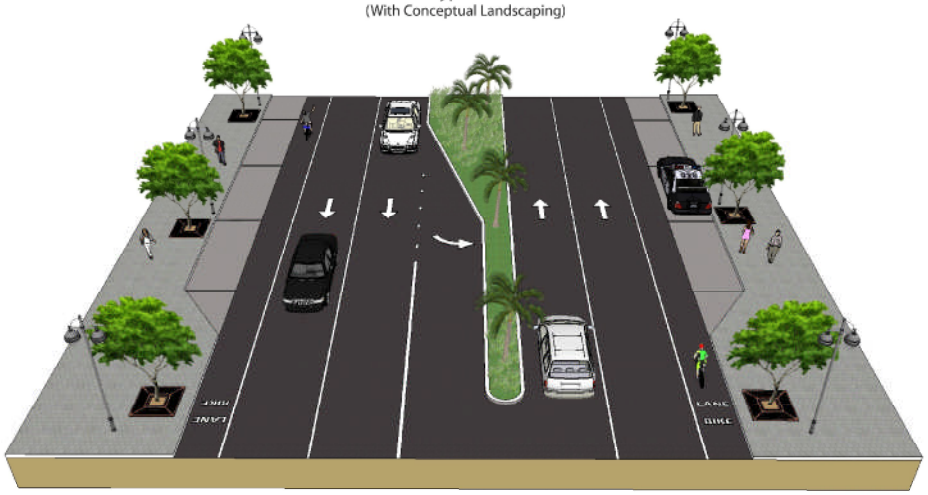
Alternative 1
Minimum Reconstruction Alternative Typical Section
(With Conceptual Landscaping)



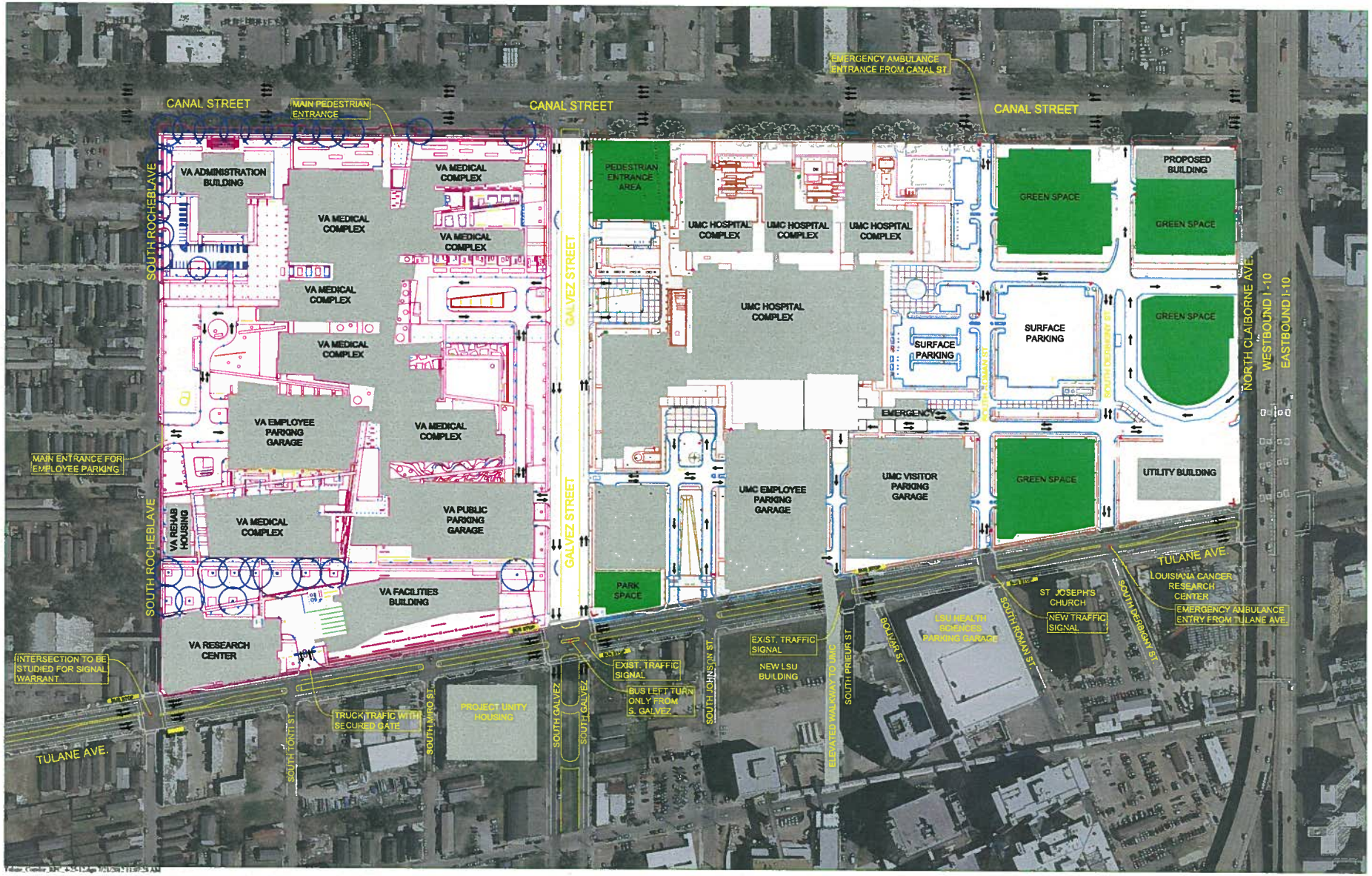
Alternative 2
Total Reconstruction Alternative Typical Section
(With Conceptual Landscaping)



US 61 (Tulane Aveune)
Reconstruction Typical Section 3-D View
(With Conceptual Landscaping)

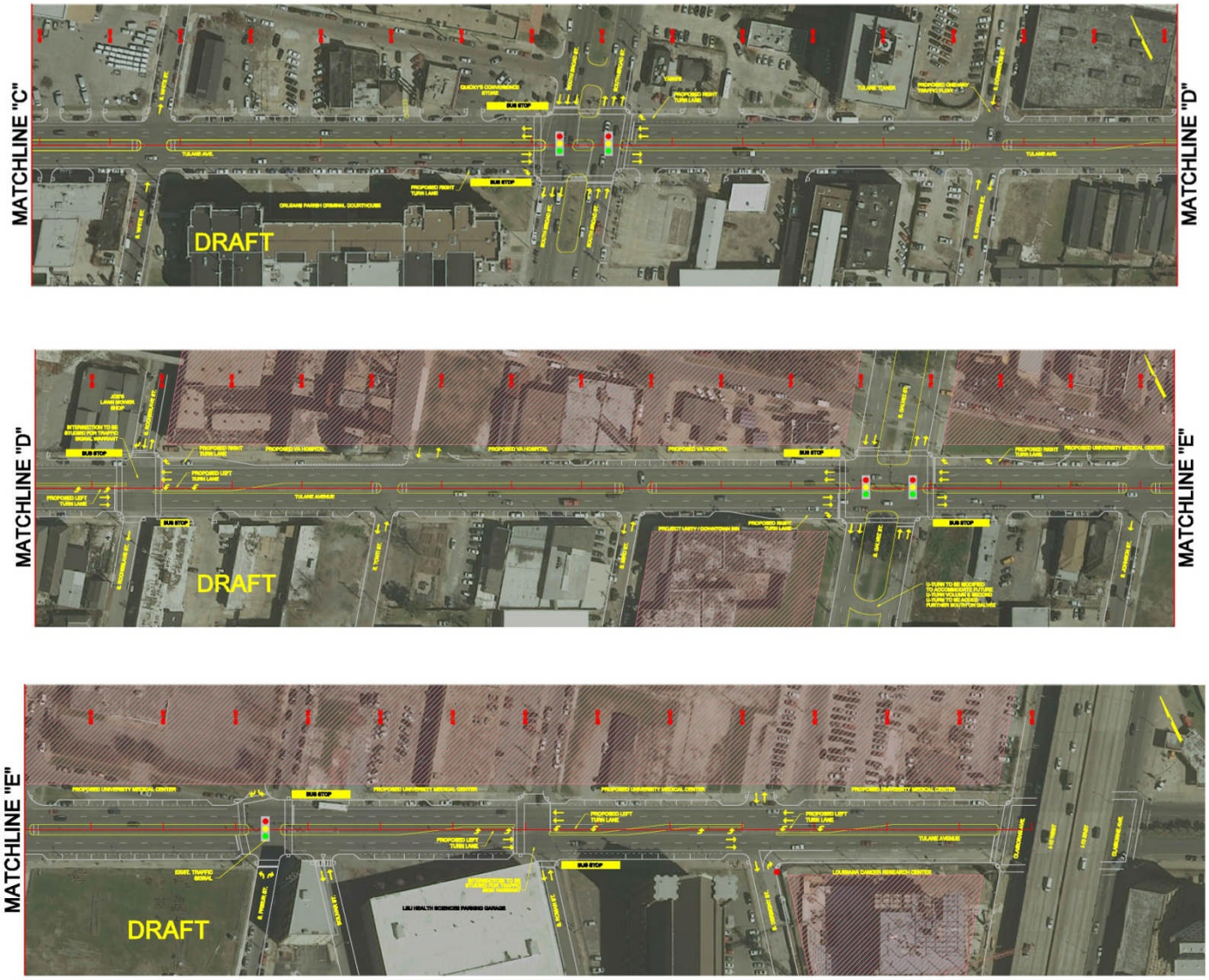


Medical District Proposed Layout



Alternative 1 Conceptual Engineering Layout

Alternative 1 Conceptual Engineering Layout



COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ **ZIP CODE:** _____

PHONE: _____

EMAIL: _____

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
___ Yes ___ No

Please explain: _____
_____
_____
_____
_____
_____

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

_____
_____
_____
_____
_____

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

If you have information regarding the alternatives mentioned above, please provide it here:

_____

_____

_____

_____

_____

_____

_____

_____

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

_____

_____

_____

_____

_____

_____

_____

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

PUBLIC MEETING HANDOUT

US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Preliminary Purpose and Need

The US 61 (Tulane Avenue) corridor is located in New Orleans, Louisiana in Orleans Parish. The Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The purpose of the corridor improvements is to improve system linkage and mobility, improve safety, address operational deficiencies, and improve modal interrelationships (i.e., pedestrian, bicycle, and transit operations). Tulane Avenue generally parallels Interstate 10 and provides secondary access between Jefferson Parish and Orleans Parish and is an important link to existing and proposed major medical facilities and the central business district of New Orleans. Preservation of the corridor is a key component to enhancing system linkage and mobility for all modes of transportation. Improvements to the corridor would work to improve vehicular, pedestrian, and bicycle safety; would improve overall operational deficiencies that currently exist within the corridor; and enhance all relevant modes of transportation within the Tulane Avenue corridor.

Preliminary Alternatives to be Considered

Two alternatives identified in the Stage 0 Report have been selected to carry forward as preliminary alternatives for this project. These two alternatives consist of reducing the corridor to 4-travel lanes of either a minimum reconstruction alternative that retains the existing curb and sidewalk but does not require utility relocations or a total reconstruction alternative that would reconstruct the curb 3-feet from its current location to provide wider lanes. Additional corridor improvements were also evaluated and include exclusive left-turn lanes, exclusive right turn lanes, access management, and additional traffic signals. Taking no-action, the No Action Alternative, will also be evaluated along with other alternatives developed in collaboration with agencies and the public.

Study Area Description

The overall limits of the study area span from S. Carrollton Avenue east to S. Claiborne Avenue, a distance of 1.93 miles, (see enclosed map for the project study area limits) and is located in the Tulane-Gravier and Mid-City neighborhoods of Orleans Parish.

Study team members will be available to explain the project and study process. Comments will be accepted at the meeting or later by mail, or Email through August 7, 2012 at the following address:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North causeway Blvd, Suite 900
Metairie, Louisiana 70002
Email: Christi.Wilson@urs.com

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

Alternative 1
Minimum Reconstruction Alternative Typical Section
(With Conceptual Landscaping)

Alternative 2
Total Reconstruction Alternative Typical Section
(With Conceptual Landscaping)

US 61 (Tulane Aveune)
Reconstruction Typical Section 3-D View
(With Conceptual Landscaping)

PUBLIC MEETING

Proposed US 61 (Tulane Avenue) Corridor Improvements

Stage 1 – Environmental Assessment

RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

July 24, 2012
Orleans Parish, Louisiana

1

Welcome

Thank you for coming! Please sign-in and collect the meeting materials at the sign-in table.

Public Meeting materials include:

- Project Handout
- Comment Form

2

Presentation Agenda

- Meeting Purpose
- Project History
- LADOTD Project Delivery Process
- NEPA Process
- Project Purpose and Need
- Proposed Action and Review of Conceptual Alternatives
- Environmental Resources
- Next Steps

3

Purpose of this Public Meeting

- To share information and obtain public input on the purpose and need and two (2) conceptual alternatives for improving the US 61 (Tulane Avenue) corridor.

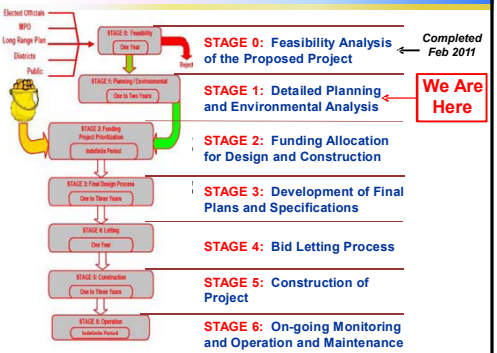
4

Project History

- US 61 (Tulane Avenue) has been a vital corridor in the City of New Orleans for the past 100 years.
- Stage 0 Feasibility Study completed in February 2011.
- No fatal Flaws Identified Relative to :
  - Environmental constraints
  - Socio-economic constraints
  - Cultural resource constraints
  - Major engineering design challenges
- Recommended project proceed to next stage of the LADOTD project delivery process

5

LADOTD Project Delivery Process



6

National Environmental Policy Act

- This study is guided by the National Environmental Policy Act (NEPA) of 1969
- Requires evaluation of environmental effects prior to implementation of improvements with federal funding
- Basic Requirements:
  - Interagency Coordination
  - Development and Evaluation of Feasible Alternatives
  - Public Involvement
  - Identify and Quantify Impacts
  - Documentation
  - Mitigation (Avoid, Minimize, Repair, Reduce, Replace)

NEPA Approach

	Project Phase
Spring 2012	Project Scoping
Summer 2012	Alternatives Analysis
Summer - Fall 2012	Alternatives Refinement
Fall 2012	Environmental Assessment (EA)
Winter 2012	Finding of No Significant Impact (FONSI)

We Are Here

Project Purpose and Need

- Improve System Linkage and Mobility
- Improve Safety
- Improve Operational Deficiencies
- Improve Modal Relationships

Proposed Action

- Reconstruct and improve the existing roadway corridor
  - A Minimum Reconstruction, or
  - A Total Reconstruction

  Additional corridor improvements may include left-turn lanes, right-turn lanes, or traffic signals.

Alternatives Analysis

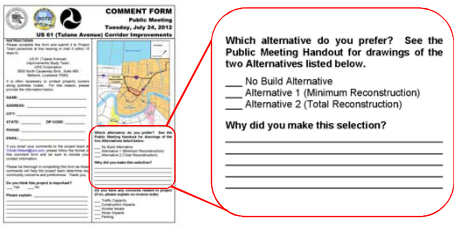
No Build Alternative

Build Alternatives

- Conceptual Alternative 1 — A Minimum Reconstruction
- Conceptual Alternative 2 — A Total Reconstruction

Public Input on Build Alternatives

Public input is needed to better understand community issues and concerns relative to the Build Alternatives for further consideration in the Environmental Assessment.



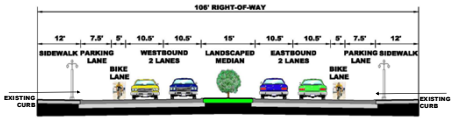
No Build Alternative Features

- **Retain existing roadway network**
  - **Only annual maintenance**
- **Avoid potential impacts associated with corridor improvements**
- **Not expected to change or improve traffic, safety, or aesthetics along the corridor.**

13

Conceptual Alternative 1 Features

- **Minimum Reconstruction Alternative**
- **Incorporates a 15-foot median, eliminates a travel lane and adds a bike lane in both directions**
- **Retains the existing curb and sidewalk and does not require the relocation of adjacent utilities**

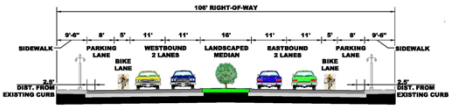


All alternatives are preliminary and subject to change

14

Conceptual Alternative 2 Features

- **Total Reconstruction Alternative**
- **Incorporates a 16-foot median, eliminates a travel lane and adds a bike lane in both directions**
- **Reconstruct the curb approximately 3-feet from its current location to provide wider lanes**
- **Require the relocation of adjacent power poles, drainage structures and other utilities.**



All alternatives are preliminary and subject to change

15

Environmental Resources to be Evaluated

Human Environment

Demographics	Land Use	Community Services and Facilities
Traffic Circulation, Operations, and Safety	Residential and Business Relocations	Visual Impacts
Cultural Resources and Historic Properties	Utilities	Environmental Justice

16

Environmental Resources to be Evaluated

Physical Environment

Geology and Prime and Unique Farmland	100-Year Floodplain
Hydrology and Surface and Groundwater Quality	Hazardous Material Sites
Air Quality	Traffic Noise Impacts

17

Environmental Resources to be Evaluated

Natural Environment

Upland, Wetland, Aquatic Communities	Threatened and Endangered Species
Coastal Zone Management	

18

Next Steps?

- Selection of Build Alternative(s) for further analysis in the Environmental Assessment process.
- Refinement of the Build Alternative identified for further consideration to allow for full evaluation of impacts.
- Your comments are important and will be considered as part of the Environmental Assessment and the Public Meeting record.

19

Next Steps?

Refinement of the Conceptual Alternative(s) Identified for Further Consideration

↓

Draft Environmental Assessment

↓

Public Hearing

↓

Final Environmental Assessment

↓

Finding of No Significant Impact (FONSI)

20

Conclusion

- Please review the materials available at other public meeting stations
- Please provide written comments on the comment form and return completed forms at the comment table.
- Comments will also be accepted by:
  - U.S. Mail
  - Email
  - Verbally via tape recorder at this public meeting
- Comments post-marked by August 7, 2012 will become part of the public meeting record.

21

Thank you for your interest in the US 61 (Tulane Avenue) Corridor Improvement Project

22

US 61 (Tulane Avenue) Stage 1 Environmental Assessment
Public Meeting Script

Show on Video	Slide No.	Script
Public Meeting	1	The Regional Planning Commission and Louisiana Department of Transportation and Development welcome you to the US 61 (Tulane Avenue) Corridor Improvements Stage 1 Environmental Assessment Public Meeting.
Welcome	2	Thank you for coming! Please sign-in and collect the meeting materials at the sign-in table. Public Meeting materials include a project handout and a comment form.
Presentation Agenda	3	The following topics will be addressed in this video. • The purpose of this public meeting; • The history of the project; • Information on the Louisiana Department of Transportation and Development's Project Delivery Process and the NEPA process • The purpose and need of the project; • A description of the proposed action and conceptual alternatives; • A review of the environmental resources to be evaluated as part of the Environmental Assessment; and • An overview of the project's next steps.
Purpose of this Public Meeting	4	The purpose of this Public Meeting is to share information and obtain public input on the purpose and need and two conceptual alternatives for improving the US 61 (Tulane Avenue) corridor.
Project History	5	We will begin with a brief overview of the project's history. • The US 61 (Tulane Avenue) corridor has been a vital corridor and key component of public transportation, business, and medical service facilities in the City of New Orleans for the past 100 years. • The current proposed project began with a Stage 0 Feasibility Study completed in February 2011. • Because the Stage 0 Feasibility Study did not identify any "fatal flaws" relative to constraints, issues, or design, it was recommended that the proposed project proceed to the next stage of the project delivery process.
LADOTD Project Delivery Process	6	This diagram illustrates the Louisiana Department of Transportation and Development's project delivery process. We are now in Stage 1 of the process.
National Environmental Policy Act	7	This study is guided by the National Environmental Policy Act of 1969, or NEPA. NEPA requires that the environmental effects of a project be evaluated prior to its implementation with federal funding. This list includes the basic requirements of NEPA.
NEPA Approach	8	This diagram shows a timeline for the NEPA process for this project. We are now in the Alternatives Analysis phase.
Project Purpose and Need	9	The purpose and need of the proposed project is to: • Improve system linkage and mobility; • Improve safety; • Improve operational deficiencies; and • Improve modal relationships.
Proposed Action	10	The proposed project includes the reconstruction and improvement of the existing roadway corridor. Depending on the conceptual alternative, the improvements would include a minimum reconstruction alternative or a total reconstruction alternative.
Alternatives Analysis	11	Alternatives considered include a no-build alternative and two build alternatives identified as Conceptual Alternatives 1 and 2. Both alternatives would be within the existing transportation right-of-way. All alternatives are preliminary and subject to change.

US 61 (Tulane Avenue) Stage 1 Environmental Assessment
Public Meeting Script

Show on Video	Slide No.	Script
Public Input on Build Alternatives	12	Public input is needed to better understand community issues and concerns relative to the Build Alternatives for further consideration in the Environmental Assessment. Your preference for an alternative can be made on the comment form, as shown here.
No-Build Alternative Features	13	The No-Build Alternative would retain the existing roadway network and include only annual maintenance. It would avoid potential construction impacts associated with the corridor improvements. The No-Build Alternative is not expected to change or improve traffic, safety, or aesthetics along the corridor.
Conceptual Alternative 1 Features	14	Features of Conceptual Alternative 1 include: • minimum reconstruction alternative; • incorporates a 15 foot median, eliminates one travel lane in each direction, and adds a bike lane in each direction; and • retains the existing curb and sidewalk and does not require the relocation of adjacent utilities. All alternatives are preliminary and subject to change.
Conceptual Alternative 2 Features	15	Features of Conceptual Alternative 2 include: • total reconstruction alternative; • incorporates a 16 foot median, eliminates one travel lane in each direction, and adds a bike lane in each direction; • reconstruct the curb approximately 3-feet from its current location to provide wider lanes; • requires relocation of adjacent power poles, drainages structures and other utilities. All alternatives are preliminary and subject to change.
Environmental Resources to be Evaluated – Human	16	In accordance with the National Environmental Policy Act, the Stage 1 Environmental Assessment will evaluate potential direct, secondary, and cumulative impacts to these features of the human environment……..
	17	These features of the physical environment……..
	18	And these features of the natural environment
Next Steps	19	The next step in the project is to select the build alternative(s) for further analysis in the Environmental Assessment. Refinement of the build alternative identified for further consideration to allow for full evaluation of impacts. Please remember to complete a comment form and survey to select your preferred alternative. Your comments are important and will be considered as part of the Environmental Assessment and the Public Meeting record.
	20	Once conceptual alternative(s) are identified for further consideration, they will be refined and a Draft Environmental Assessment will be completed. A public hearing will then be held in order to give citizens an opportunity to comment on the findings of the Environmental Assessment. The public hearing will be followed by the completion of a Final Environmental Assessment, and if approved by the Federal Highway Administration, a Finding of No Significant Impact will be issued.
Conclusion	21	This concludes our presentation. Please review the materials available at other public meeting stations. Please provide written comments on the comment form and return completed forms at the comment table. Comments will also be accepted by U.S. Mail or email to the address provided on the comment form; or verbally via tape recorder at this public meeting. Comments post-marked by August 7, 2012 will become part of the public meeting record.
Thank you	22	Thank you for your interest in the US 61 (Tulane Avenue) corridor improvement project.

Appendix D

Comments

Public Meeting
Tuesday, July 24, 2012

Table D-1
Comment Summary
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, LA

LADOTD State Project No.
Federal Aid Project No.
ERP Project No. H.004932

Information Provided on the Comment Form								Do You think this project is important?			Which Alternative Do You Prefer?					Do You Have Concerns Related to the Project?					Additional Comments
Comment #	Name	Address	City	ST.	Zip	Phone	Email	Yes	No	Explanation	No Build	Alternative 1	Alternative 2	No Preference	Explanation or reason for selection.	Traffic Capacity	Costruction Impacts	Access Issues	Noise Impacts	Parking	
1	Matthew Schwartz	643 Magazine St.	New Orleans	LA	70130	504-301-0014	mschwartz@thedomaincos.com	1		Tulane is the spine of the Biodistrict; has seen private and public investment post Katrina;one of the most important corridors for local and regional development; infrastructure is inadequate for development.		1			Benefits of Alt.2 are not sufficient to support the additional time or cost.					1	Consider parallel parking on both sides of 2900, 3000, 3100,& 3200 blocks to support current & future retail development; consider bike parking & pedestrian crossing accomodations.
2	Bonnie Garrigan	525 S. Pierce St.	New Orleans	LA	70119	504-975-5378	vp@mcno.org	1				1			All that is required						More left turns; One-way D'Hemecourt; bike lanes.
3	Pratt Landry	3303 Tulane Ave.	New Orleans	LA	70119	504-415-0997	prattsnest@charter.net	1		Left turn lanes seiously required; beautification highly desired; encourages property owners to redevelop; get city processes to cooperatively support redevelopment by revising choking regulations.		1			See no benefit vs. cost to Alt.2. Alt. 1 should provide what is needed. Downside of Alt. 1 is the elimination o some on street parking; do we really need a bike path?						Get safety engineer to investigate: One-way D'Hemecourt from Tulane to S. Jeff Davis, angled parking at D'Hemecourt & S. Jeff Davis should be eliminated, these are serious safety hazards that have been ignored - upgrades will increase these hazards, place stop signs on D'Hemecourt & S.Rendon; vehicle on D'Hemecourt from S. Jeff Davis towards Tulane are not warned to not enter Tulane in the wrong direction.
4	Meagan Toulouse	515 S. Gayoso St.	New Orleans	LA	70119	504-309-8007		1		Dangerous now to cross Tulane, once hospitals open traffic will be more dangerous.			1		Provides most safety for cars, bikes, pedestrians.			1	1		Left turn lanes will help traffic around Cresent Club Project & adjacent businesses.
5	Alexander Ramirez	515 S. Gayoso St.	New Orleans	LA	70119	504-913-2988	alexramirez8@gmail.com	1		Left turn lanes important for businesses; beautification will improve neighorhood aesthetics.		1			Alt. 2 is not worth the funds needed.						Consider left turn on Gayoso St.
6	Mickey Weiser	3939 Tulane Ave.	New Orleans	LA	70119	504-884-5204	mickeyw@weisersecurity.com	1		Need to continue Tulane as a corridor to downtown NO	1				Would lose storefront parking at 3939 Tulane. Would support #1 if parking is restored.					1	Must have parking at business - undergoing multi-million dollar renovation.
7	Miles Trapolin	218 S. Jefferson Davis	New Orleans	LA	70119	504-525-0447	miles@trapolinlawfirm.com	1		Crtical for rebuilding Mid-City and reducing crime		1			Total reconstruction is not necessary to redevelop the Avenue			1			Make D'Hemecourt oneway to Jeff Davis and make as many left turns as possible.
8	Clay Thomas	2426 Bradish Place	New Orleans	LA	70119	504-231-9127	clayrolfs@yahoo.com	1		No longer a big highway		1			Cost is lower and not much difference in plans.		1				Allow left turns at all streets, U-turns at Jeff Davis and Broad.
9	Kimberly Brown	2426 Bradish Place	New Orleans	LA	70199	504-231-9127	clayrolfs@yahoo.com	1		No longer a big highway		1			Cost is lower and not much difference		1				Allow left turns at all streets, U-turns at Jeff Davis and Broad.
10	Justin Pitard (Avery's Po-Boys)	2510 Tulane Ave.	New Orleans	LA	70119	504-913-6752	jepitard@hotmail.com	1		Project is overdue should have been started 5 years ago.		1			Alt. 2 decreases sidewalk, does not promote pedestrians.		1	1	1	1	Sidewalk renovations should be included in both alternatives because sidewalks are in poor condition.
11	Jack Duffard, Jr.	3525 Tulane Ave.	New Orleans	LA	70119	504-442-0278	jad15391@gmail.com		1	Reducing lanes will increase traffic and bottleneck at lights and high turning areas .	1				Maintaining 3 lanes wil be better for traffic flow. Alt. 2 takes away from shop driveway. 3rd lane acts as a turning lane.	1	1	1			The S. Genios bus stop needs to be moved, it endangers pedestrians by placing them in our shop driveway.
12	Jack Duffard, Sr.	3525 Tulane Ave.	New Orleans	LA	70119	504-228-7568	broadglass@nocoxmail.com		1	Reducing lanes will increase traffic jams.	1				Lane reduction will increase traffic build up.	1	1				Bus stop at 3525 Tulane is located in a business driveway, endangering pedestrians. Move it to Telemachus.
13	Mubashir Maqbool	8800 S. Claiborne Ave	New Orleans	LA	70118	504-865-0659	mmaqbool@swbno.org	1		With massive investment in LSU & VA hospital, the uplift of Tulane is a vital need.		1			Cost is less, impact on underground utilities would be minimal.		1				Select trees with small root balls in order to minimize impact on underground utilities. No Oaks trees.
14	NO Safe Driving School	2518 Tulane Ave.	New Orleans	LA	70119	504-874-4133								1							

D-1

Public Meeting
Tuesday, July 24, 2012

Table D-1
Comment Summary
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, LA

LADOTD State Project No.
Federal Aid Project No.
ERP Project No. H.004932

Information Provided on the Comment Form								Do You think this project is important?			Which Alternative Do You Prefer?					Do You Have Concerns Related to the Project?					Additional Comments
Comment #	Name	Address	City	ST.	Zip	Phone	Email	Yes	No	Explanation	No Build	Alternative 1	Alternative 2	No Preference	Explanation or reason for selection.	Traffic Capacity	Costruction Impacts	Access Issues	Noise Impacts	Parking	
15	Jeff Karlson	322 S. Gayoso	New Orleans	LA	70119	504-994-6567	karlsonjs@hotmail.com	1		Total transformation, making it user friendly and safer for vehicle, bikes & pedestrians.		1			Less costly, less disruptive, achieves the crucial transformation, will usher in development.	1					
16	Jerry Jones	5342 Hickory Ridge Blvd.	Baton Rouge	LA	70817	225-922-0980	jjon21@lsuhsc.edu	1		Project will enhance the new medical district.			1		Improves the area and accomodates the medical district.						
17	Al J. Wallace	3615 D'Hemecourt St.	New Orleans	LA	70117	504-486-7681	aljai@nolmar.com	1		Corridor improvement encourages investment, improves the community, improves security, creates a better business environment.		1			Most practical choice - eliminates expense of shortening sidewalks.						
18	Rachel Heiligman	945 Kerlesec St.	New Orleans	LA	70116	504-345-8360	rachel@transportfornola.org	1		It is highly traveled street with inadequate infrastructure to suppor users of alternate transportation - pedestrian, cyclist, & transit riders.		1			Narrow travel lanes & wider sidewalks.	1					Need for left turn lanes has not been studied and may be unnecessary. Support highly visible pedestrian crossings with alternate paving like bricks at intersections, curb bump outs, bike racks, storm management, green infrastructure. Would like traffic calming measures especially at Broad and Tulane, fewer left turn lanes, highly visible, safe bike crossing a Jefferson Davis, wider bike lanes, driveway removal where not needed. See Attached Report - *Complete Streets Survey Report* recommmendations on pgs 15-17.
Total (as of August 10, 2012)								15	2		3	12	2	1		4	6	4	2	3	

D-2

1

COMMENT FORM
Public Meeting
Tuesday, July 24, 2012
US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS
Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: MATTHEW SCHWARTZ

ADDRESS: 643 MAGAZINE STREET

CITY: NEW ORLEANS

STATE: LA **ZIP CODE:** 70130

PHONE: 504-301-0014

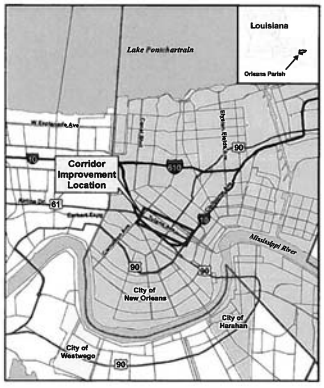
EMAIL: MSCHWARTZ@THEDOMAINCOS.COM

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
X Yes ___ No

Please explain: TULANE AVE FORMS THE SPINE OF THE BIO DISTRICT AND HAS SEEN MORE PRIVATE AND PUBLIC INVESTMENT THAN ANY OTHER AREA POST KATRINA. TULANE IS ONE OF THE MOST IMPORTANT CORRIDORS FOR LOCAL AND REGIONAL ECONOMIC DEVELOPMENT. THE PHYSICAL INFRASTRUCTURE IS INADEQUATE TO SUPPORT THE INVESTMENT THAT HAS OR IS CURRENTLY TAKING PLACE.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?
THE ADDITIONAL BENEFITS OF OPTION 2 ARE NOT SUFFICIENT TO SUPPORT THE ADDITIONAL TIME OR COST ASSOCIATED WITH THAT WORK.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
X Parking

If you have information regarding the alternatives mentioned above, please provide it here: 1

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

PARALLEL PARKING SHOULD BE CONTEMPLATED ON BOTH SIDES OF THE 2900, 3000, ~~3000~~ AND 3200 BLOCKS TO SUPPORT THE RETAIL DEVELOPMENT THAT HAS TAKEN PLACE AND THE ADDITIONAL RETAIL DEVELOPMENT THAT IS PLANNED. ALLEY FOR BIKE PARKING AND PEDESTRIAN CROSSING ACCOMMODATIONS SHOULD ALSO BE CONSIDERED

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

NEW ORLEANS LA 701
NOV 2012 PM 5 T

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

2

COMMENT FORM
Public Meeting
Tuesday, July 24, 2012
US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS
Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Bonnie Garnigen

ADDRESS: 925 S. Pierce St

CITY: NO

STATE: LA **ZIP CODE:** 70119

PHONE: 504 975 5378

EMAIL: VP@mcnd.org

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
X Yes ___ No

Please explain: ___

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?
All that is required

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity Bike lane
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

If you have information regarding the alternatives mentioned above, please provide it here: 2

1

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

More left turns
One way déhemecourt

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

3

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: PRATT LANDRY

ADDRESS: 3303 TULANE AVE.

CITY: NEW ORLEANS

STATE: LA **ZIP CODE:** 70119

PHONE: 504 415 0997

EMAIL: PRATTSNEST@CHARTER.NET

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: LEFT TURN LANES SERIOUSLY REQUIRED. BEAUTIFICATION/HIGHWAY DESIGNS. ENCOURAGE PROPERTY OWNERS IN REDEVELOP. GET CITY PROCESSES TO COOPERATIVELY SUPPORT REDEVELOPMENT BY REVISING 'CHOKING' REGULATIONS

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?
I SEE NO BENEFIT VS COST TO ALT 2
ALT 1 SHOULD PROVIDE WHAT IS REALLY NEEDED.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

3

If you have information regarding the alternatives mentioned above, please provide it here:

DOWNSIDE OF ALT 1 IS THE ELIMINATION OF ON STREET PARKING AT EACH BUILDING. IS THERE A HAPPY MEDIUM? DO WE REALLY NEED A BIKE PATH? WHY?

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

D'HEMECOURT STREET SHOULD BE MADE INTO ONE WAY FROM TULANE TO S. JEFF DAVIS. ANGLE PARKING AT D'HEMECOURT & S. JEFF DAVIS SHOULD BE ELIMINATED. THERE ARE SERIOUS SAFETY HAZARDS THAT HAVE BEEN IGNORED. THE TULANE AVE UPGRADE WILL INCREASE THESE HAZARDS. STOP SIGNS ON D'HEMECOURT & S RONDON SHOULD BE INSTALLED. VEHICLES DRIVING ON D'HEMECOURT FROM S JEFF DAVIS TOWARDS TULANE ARE NOT WARNED NOT TO ENTER TULANE AVE IN WRONG DIRECTION.

GET SAFETY ENGINEER TO INVESTIGATE!

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

4

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Meagan Toulouse

ADDRESS: 515 S Gayoso St

CITY: N.O

STATE: LA **ZIP CODE:** 70119

PHONE: 504-309-8007

EMAIL: ___

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: I live directly off Tulane an avoid driving on the roadway due to the dangers in crossing and traffic. Traffic will increase once the hospital opens and become even more dangerous.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)
✓ Alternative 2 (Total Reconstruction)

Why did you make this selection?
This will provide the most safety for cars, bikes & pedestrians

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Parking

4

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

I feel the left turn lanes would greatly help w/ traffic around Crescent Club Project & the adjacent businesses.

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

5

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Alexander Ramirez

ADDRESS: 515 S. Gayoso St.

CITY: New Orleans

STATE: LA **ZIP CODE:** 70119

PHONE: 504-913-2988

EMAIL: alexramirez80@gmail.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

X Yes ___ No

Please explain: Very important. ~~Improve~~ the left hand lane turn very important for businesses. Beautification will improve the attitudes of the neighborhood

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

Don't think alternative 2 is worth the additional funds needed.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

If you have information regarding the alternatives mentioned above, please provide it here: 5

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

I would like to see a left hand turn on Gayoso St.

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

6

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Mickey Weiser

ADDRESS: 3939 Tulane Ave

CITY: New Orleans

STATE: LA **ZIP CODE:** 70119

PHONE: 504 884-5204

EMAIL: MickeyW@WeiserSecurity.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

X Yes ___ No

Please explain: Need to continue to improve Tulane as a corridor to Downtown

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

X No Build Alternative *
___ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

*Because I would lose storefront parking

If parking was restored at 8+00 I would support #1

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
X Parking

If you have information regarding the alternatives mentioned above, please provide it here: 6

I must have parking in front of my building @ 8+00 - 3939 Tulane. I am undergoing a multi-million dollar renovation & don't believe sacrificing my storefront parking is acceptable.

If so I will vehemently oppose any reconstruction

* If parking is restored, I would support Alternative 1

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

7

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Miles Trapolin

ADDRESS: 218 So. Jefferson Davis

CITY: N.O.

STATE: LA **ZIP CODE:** 70119

PHONE: 504-525-0447

EMAIL: miles@trapolinlawfirm.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

✓ Yes ___ No

Please explain: Revitalizing Tulane Ave is critical for rebuilding Mid-City & reducing crime.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

Total Reconstruction is not necessary to redevelop the Avenue.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
✓ Access Issues – left turn lanes –
___ Noise Impacts
___ Parking

7

If you have information regarding the alternatives mentioned above, please provide it here:

Make D'Hemecourt St. one way to Jeff Davis

Make as many left turns as possible.

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

8+9

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below: Kimberly

NAME: Clay Thomas Brown

ADDRESS: 2426 Bladish Pl

CITY: NO

STATE: LA **ZIP CODE:** 70119

PHONE: 504-231-9127

EMAIL: Clay.Brown@yahoo.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

✓ Yes ___ No

Please explain: Needed to happen. It's no longer a big hwy

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative I like #1
✓ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

Keeps cost lower
Not much difference

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
X Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

8+9

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

You need to allow left turns at all intersections. See below Davis You need U-turns after left & broad to make left turns onto those streets. Or allow left turns You need to help close Flea Bag motels and stop prostitued. Please

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

S. Johnson
Mird
Tonti
Rochelle

Porgie Nov
Dupre
Gayoso

Salcedo
Renown
Clark
Genovis
~~Cort~~ S. Sloan
So Pierce

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

10

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Justin Pitard (Avery's Po Boys)

ADDRESS: 2510 Tulane Ave.

CITY: New Orleans, LA

STATE: _____ **ZIP CODE:** 70119

PHONE: (504) 913-6752

EMAIL: JEPITARD@HOTMAIL.COM

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

X Yes ___ No

Please explain: This project should have started at least 5 years ago and is long-overdue.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

Alternative #2 will decrease the width of the sidewalk, which does not promote pedestrian traffic.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
X Construction Impacts
X Access Issues
X Noise Impacts
X Parking

10

If you have information regarding the alternatives mentioned above, please provide it here:

There is some confusion among the steff present at this meeting as to what will be done to the sidewalks. I realize that the size of the sidewalk's width does not change with the 1st alternative, but sidewalk renovations should be included in both alternatives because the majority of sidewalks are in very poor condition.

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

My main concern is the impact on restaurant business, but I feel that this project is long overdue and should begin immidiatly.

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

11

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Jack Duffard Jr

ADDRESS: 3525 Tulane

CITY: New Orleans

STATE: La **ZIP CODE:** 70119

PHONE: 504-442-0278

EMAIL: jad15391@gmail.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

___ Yes ✓ No

Please explain: I think by reducing Tulane to two lanes traffic will increase and bottle neck at lights and high turning areas.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

✓ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

I think maintaining three lanes will be better for traffic flow. Alternative 2 will takeaway from our Shop drive way The third lane acts as the turning lane and traffic lane during heavy traffic

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Traffic Capacity
✓ Construction Impacts
✓ Access Issues
___ Noise Impacts
___ Parking

11

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

The S Genois Bus still needs to be moved from its current location because it endangers pedestrians by placing them in our driveway

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

12

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: JACK DUFFARO, SR.

ADDRESS: 3525 TULANE

CITY: N.O.

STATE: LA **ZIP CODE:** 70119

PHONE: (504) 228-7568

EMAIL: BROADGLASS@NOCOXMAIL.COM

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
___ Yes X No

Please explain: reducing one lane increases the possibility of heavier traffic jams

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

X No Build Alternative
___ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?
Lane reduction increases traffic build up

Do you have any concerns related to project (if so, please explain on reverse side):

/ Traffic Capacity
/ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

12

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

The bus stop at 3525 Tulane is located in a business driveway. Vehicles and delivery trucks are continuously entering. Pedestrian safety would better served if the stop was moved 1 block to the front of the apartment building at Telemachus.

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

13

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: MUBASHIR MAQBOOL

ADDRESS: 8800 S. Claiborne Ave.

CITY: New Orleans,

STATE: LA **ZIP CODE:** 70118

PHONE: (504) 865-0653

EMAIL: mmaqbool@swbno.org.

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
X Yes ___ No

Please explain: With Massive investment of LSU & VA Hospital Complex it would be a vital much needed face uplift of Tulane Ave.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?
It would cost less and impact on underground utilities would also be minimum.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
X Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

13

If you have information regarding the alternatives mentioned above, please provide it here:

Please select tree species that have smallest root balls in order to minimise impact on under ground utilities. Specially no Oak trees.

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

14

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: New Orleans Safe Driving School

ADDRESS: 2518 Tulane Ave

CITY: New Orleans **STATE:** LA **ZIP CODE:** 70119

PHONE: 504 874-4133

EMAIL: N.O.S.D.A @ yor.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

___ Yes ___ No

Please explain: _____

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

_____

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

15

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Jeff Karlson

ADDRESS: 322 S. Gayoso

CITY: New Orleans

STATE: LA **ZIP CODE:** 70119

PHONE: 504-994-6567

EMAIL: KARLSONJS@HOTMAIL.COM

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

☒ Yes ___ No

Please explain: this project can totally transform Tulane Ave. It will make the thoroughfare more user friendly (and safer) for ~~auto~~ vehicles, ~~and~~ bicycles, and pedestrians. What a win! I hope this project moves forward

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
☒ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

less costly, less disruptive, and achieves the transformation so crucial for this street. will usher in lots of development - very important!

Do you have any concerns related to project (if so, please explain on reverse side):

☒ Traffic Capacity (minor, though - the overriding positive impacts of this project outweigh this negative)
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

16

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Jerry Jones

ADDRESS: 5342 Hickory Ridge Blvd.

CITY: Baton Rouge

STATE: LA **ZIP CODE:** 70817

PHONE: 225 922 0980

EMAIL: jjones2@lsuhsc.edu

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

✓ Yes ___ No

Please explain: THE PROJECT WILL GO A LONG WAY IN ENHANCING ACCESS TO THE NEW MEDICAL DISTRICT

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

I THINK IT IMPROVES THE AREA POSITIVELY AND ACCOMODATES THE NEW MEDICAL DISTRICT

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

17

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Al J. WALLACE

ADDRESS: 3615 D'HEMECOURT ST.

CITY: NEW ORLEANS, LA

STATE: _____ **ZIP CODE:** 70119

PHONE: (504) 486-7661

EMAIL: alyai@nolmar.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

✓ Yes ___ No

Please explain: BECAUSE CORRIDOR IMPROVEMENT WILL ENCOURAGE ADJACENT PRIVATE INVESTMENT IMPROVING THE SURROUNDING COMMUNITY. WHICH WILL IMPROVE SECURITY AND CREATE A BETTER ENVIRONMENT FOR DOING BUSINESS.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

BECAUSE IT IS THE MOST PRACTICAL CHOICE IN THAT IT ELIMINATES THE ADDED EXPENSE OF SHORTENING THE SIDEWALKS

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

18

COMMENT FORM

Public Meeting

Tuesday, July 24, 2012

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Rachel Heilgman

ADDRESS: 945 Kerlerec St

CITY: New Orleans

STATE: LA **ZIP CODE:** 70116

PHONE: 504-345-8360

EMAIL: rachel@transportfornola.org

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

X Yes ___ No

Please explain: Tulane Ave is a highly travelled street with inadequate infrastructure to support users of alternative transportation - pedestrians, cyclists and transit riders

Which alternative do you prefer? See the Public Meeting Handout for drawings of the two Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)
___ Alternative 2 (Total Reconstruction)

Why did you make this selection?

1) Narrower travel lanes - don't widen - promote speeding
2) wider sidewalks - better for pedestrians

Do you have any concerns related to project (if so, please explain on reverse side):

X Traffic Capacity - ~~need for~~ left turn lanes was not studied and maybe unnecessary
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking

18

If you have information regarding the alternatives mentioned above, please provide it here:

I support: bw pockets, high visibility pedestrian crossing with alternate paving (ie bricks) at every intersection, curb bump outs, bike racks stormwater management/green infrastructure

I would like to see: more traffic calming measures - especially at Broad and Tulane, fewer left turn lanes, highly visible/safe bike crossing @ Jeff Davis bikeway, wider bike lanes, Driveway removal where not needed/ necessary used to close

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

See attached report - "Complete Streets Survey Report: Tulane Avenue and South Broad Street"

Pages 15-17 contains recommendations

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

Transport for NOLA

Complete Streets Survey Report: Tulane Avenue and South Broad Street

April 2012

Transport for NOLA

Author
Stephen J Crim

Acknowledgments
In addition to the volunteers that surveyed Tulane Avenue and South Broad Street with us on November 5th, 2011, Transport for NOLA would like to thank the following organizations for their support in making this report possible:

- The AARP of Louisiana
- The New Orleans Regional Planning Commission
- The City of New Orleans Department of Public Works
- The Prevention Research Center at Tulane University
- Broad Community Connections
- Liberty's Kitchen

INTRODUCTION

As part of its efforts to create world-class transportation for the Greater New Orleans region, Transport for NOLA (a local non-profit organization) supports street design that provides pedestrians, cyclists, and transit riders (who, after all, are usually biking or walking to transit stops) with a safe, high-quality, and enjoyable environment in which to move about the city. Formed in late 2008 and incorporated as a 501(c)3 organization in 2011, Transport for NOLA works to improve the general public's understanding of transportation issues and to support community-driven efforts to influence transportation planning processes.

Transport for NOLA learned of the American Association of Retired Persons' (AARP) volunteer complete streets survey campaign. In consultation with the Center for Planning Excellence (a partner non-profit), as well as staff from the New Orleans Regional Planning Commission (RPC) and the City of New Orleans' Department of Public Works (DPW), Transport for NOLA decided to lead a complete streets survey of its own. Transport for NOLA's leadership narrowed its range of possible survey locations to the section of Esplanade Avenue near the New Orleans Fair Grounds, and the intersection of Tulane Avenue and South Broad Street based on their status as transit corridors, prior studies completed of nearby areas, and anecdotal evidence of unsafe conditions for pedestrians and cyclists.

Upon recommendation from RPC and DPW staff, we chose the streets around the intersection of Tulane Avenue and Broad Street as our study area. We were able to survey:

- The intersection of Tulane Avenue and South Broad Street.
- Tulane Avenue between South White Street and South Broad Street.
- Tulane Avenue between South Broad Street and South Dorgenois Street.
- South Broad Street between Tulane Avenue and Gravier Street
- South Broad Street between Tulane Avenue and South Banks Street.

Extent of November 5th, 2011 Survey

Tulane Avenue and Broad Street are important arterial streets for New Orleans. Large portions of each are designated US highways that provide regional connectivity; the State of Louisiana owns and maintains Tulane Avenue as well as the segment of Broad Street between Gentilly Boulevard and South Broad Street. Both carry some of the most heavily utilized bus routes in the Regional Transit Authority (RTA) system (the 39-Tulane on Tulane Avenue and the 94-Broad on South Broad Street). Major current and proposed trip attractors and generators are located on Tulane Avenue. At the southeast end sit the LSU Health Sciences Center and Tulane University Hospital. The recently cleared site for a new joint medical campus is awaiting development at the intersection with South Galvez Street. The Orleans Parish Criminal District Court and Orleans Parish Prison are found at the intersection with South Broad Street. New apartment complexes completed since Hurricane Katrina have added residential units to the corridor as well.

However, neither street is known for being pedestrian or cyclist friendly. In a September 2009 report from the New Orleans Regional Planning Commission (RPC), the University of New Orleans (UNO), the Louisiana Department of Transportation and Development (LaDOTD), an analysis of pedestrian and cyclist crash data for the period between 2003 and August 2005 revealed an elevated level of such crashes around the intersection of Tulane Avenue and South Broad Street.[1] This report drew on work from the RPC which found statistically significant,

[1] Renne, John L. et. al. 2009. *Auditing Neighborhood Streets and Intersections for Pedestrian Safety: A Toolkit for Communities*. New Orleans, LA: University of New Orleans Transportation Center; pg. 4, Figure 1.

above-average frequencies of pedestrian crashes around the intersection of Tulane and Banks, along with statistically significant, above-average frequencies of bicycle crashes around the intersection of Broad and Tulane.[2]

CURRENT WORK

Fortunately, State, regional, and City officials recognize the importance of these two corridors and have already dedicated resources to improve them. Downriver (northeast) of Bienville Street, District Two of the Louisiana Department of Transportation and Development (LaDOTD) made upgrades to South Broad Street with input from the RPC, DPW, and members of the general public. These upgrades included bike lanes and curb ramps. Further funding has been promised for improvements upriver (southwest) of Tulane Avenue. Meanwhile, the RPC is partnering with LaDOTD to study comprehensive upgrades to Tulane Avenue between Carrollton Avenue and South Broad Street and has completed a stage zero feasibility report through URS Corporation.

PURPOSES OF THIS REPORT

The purposes of this report are to:

- Summarize the results of a survey of sidewalk and street conditions around the intersection of Tulane Avenue and South Broad Street.
- Offer evidence of public support for efforts to redesign and rebuild Tulane Avenue and South Broad Streets.
- Provide data for the City, State, and RPC that can inform their studies of the two corridors.
- Highlight problems that make the area unsafe for pedestrians and cyclists and recommend solutions that could be incorporated into a redesign program.
- Add another voice of support for the complete-streets movement in New Orleans.

SURVEY METHODOLOGY

On the morning of Saturday, November 5th, 2011, a group of 18 New Orleanians volunteered their time to assess the infrastructure provided to pedestrians, cyclists, and transit riders around the intersections of Tulane Avenue and South Broad Street. The group included a broad range of people, from retired school teachers to young urban planners. We believe that the diversity of this group indicates broad support for safe and enjoyable streets among the people of New Orleans. The volunteer event was an opportunity not only to learn about the physical conditions of these two major streets but also to educate participants about the design elements that collectively influence the quality of our streets for those who are not in an automobile.

We selected Saturday morning primarily because it was a time of the week that would be convenient for volunteers. As is often the case with public planning efforts, it seemed that it would be much more difficult to attract participants for the survey during, say, a weekday peak-traffic period. However, we felt that information about weekend traffic volumes would be useful in conjunction with peak-period observations made by others; furthermore, in addition to

[2] New Orleans Regional Planning Commission. 2006. "New Orleans Metropolitan Bicycle and Pedestrian Plan." Accessed March 27 2012 < http://www.norpc.org/assets/pdf-documents/studies-and-plans/rpc_metro_bike_ped.pdf>>. Pg. 85-86, Figures 38-39, Tables 12-13.

counting non-motorized traffic, we were also seeking to observe physical characteristics of the area (such as sidewalk width) that do not change between peak and off-peak periods.

The volunteers utilized questionnaires developed by others: the Sidewalks and Streets Survey from the AARP, as well as the Signalized Intersection Audit Instrument, Non-signalized Intersection for Major Streets Audit Instrument, and Pedestrian Audit Instrument from the report, *Auditing Neighborhood Streets and Intersections for Pedestrian Safety: A Toolkit for Communities*. UNO and the RPC's Bicycle and Pedestrian Safety Program created these three audit instruments with support from LaDOTD. Though some volunteers had used the AARP survey before, none had used the UNO/RPC instruments. The authors of the UNO/RPC tools intended that users of the instruments compare their findings with pedestrian and cyclist crash data. However, because the purpose of this survey was to offer general suggestions and support for improvements to the survey area, we did not incorporate crash data.

We decided to use both the AARP and UNO/RPC tools for a variety of reasons. First, the designers of both had stated they were intended for use by community groups and volunteers. Second, we recognized that both tools had qualities that could be complimentary. The AARP tool has a broad range of questions on topics ranging from accessibility for the disabled to aesthetics to perceptions of safety from crime. With the exception of a pedestrian count exercise, it is a qualitative tool, and it encourages users to provide information in his or her own words. The UNO/RPC tools focus on street design and provide quantitative scoring systems that distill the user's observations into a simple, easy-to-compare number. Third, as this was the first time that Transport for NOLA led a complete streets survey, we decided that using both tools simultaneously would allow us to learn more about the strengths and weaknesses of both while also learning the logistics of leading such a survey. Finally, we wanted our volunteers to see that there are multiple tools available to them for evaluating the quality of their streets in a standardized way, the results of which can be reported out to others.

After a brief welcome and introduction, the survey coordinators sent volunteers out to survey the study area. Two individuals separately observed the intersection of Tulane Avenue and South Broad Street. Also, separate teams of two surveyed Tulane Avenue between South Broad Street and South Dorgenois Street followed by a third person approximately 30 minutes later. Teams of two surveyed the other intersection and street segments together.

INSTRUCTIONS PROVIDED TO SURVEYORS

1. Spend 20-to-30 minutes counting pedestrians, cyclists, and other non-automobile travelers (in the end, all teams reported spending only 20 minutes counting).
2. Complete the AARP Streets and Sidewalks Survey. Because the AARP Streets and Sidewalks Survey is written with questions about both intersections and street segments,[3] we made slight modifications to the survey that we thought would make the survey easier to use for teams who were observing intersections and street segments separately. For those surveying intersections, we removed the section related to street segments and for those surveying street segments we removed the section related to intersections. Also,

[3] In the original survey questionnaire, "Section B: Crossing the Street (Intersections)" asks users to assess intersection conditions and to count pedestrians and cyclists using the intersection. "Section C: Sidewalks" asks users to assess conditions between intersections.

because the original AARP tool only asks surveyors to count the number of pedestrians and cyclists at intersections, we added a pedestrian/cyclist count table to the section on street segments.

3. Score the intersections and street segments using the UNO Signalized Intersection Audit Instrument, Non-signalized Intersection for Major Streets Audit Instrument, or Pedestrian Audit Instrument.

Due to time constraints for one surveyor, there was no evaluation conducted for the section of Tulane Avenue between South Broad Street and South Dorgenois Street using the UNO instrument. There was also some confusion about how to evaluate street segments using the UNO tool: it is based heavily on measurements of characteristics such as sidewalk width. Sidewalk and pedestrian-zone width varied along some street segments,[4] particularly South Broad Street between Tulane Avenue and Banks Street. In these cases, we made the conservative decision to score street segments based on the narrowest measurements (which negatively impacted scores); a more generous assessment might have used average measurements or the widest measurements.

Finally, there was some confusion on how to treat different sides of same street using the UNO Audit Instruments given that they do not clearly indicate how surveyors should treat the two sides of the same street. Surveyors separately evaluated the two sides of the street segments in the survey area except for the segment of Tulane Avenue between South Broad Street and South White Street where the surveyors provided only one set of measurements.

SURVEY RESULTS

Traffic Counts

The table on the next page describes the number of non-automobile travelers that our surveyors counted at various points in the survey area. Count categories were taken from the AARP survey. Surveyors made these counts over twenty-minute periods between 11 AM and 12 PM.

[4] According to the UNO/RPC/LaDOTD survey tool, sidewalks are divided into "furniture", "pedestrian", and "frontage zones". For more on these definitions see Renne, John L. et. al. 2009. *Pedestrian Audit Instrument*. New Orleans, LA: University of New Orleans Transportation Center; pg. 1.

Count of Non-Automobile Travelers

	People Walking at Average Speed	People Using Assistive Devices	People with Young Children or Strollers	People Crossing Against Signal	Cyclists	Skate-boarders	Scooters	Other
Intersection of Tulane Ave. & S. Broad St. (Survey 1)	26	4	4	3	8	0	0	0
Intersection of Tulane Ave. & S. Broad St. (Survey 2)	47	2	3	2	5	0	0	0
S. Broad St. & Gravier St.	15	0	1	0	6	0	0	0
S. Broad St. btw Tulane Ave. & Gravier St.	16	0	0	7	4	0	0	0
Tulane Ave. btw S. Broad St. & S. White St.	15	0	0	0	2	1	0	0
S. Broad St. btw Banks St. & Tulane Ave.	12	0	1	3	3	0	0	0
Tulane Ave. btw S. Broad St. & S. Dorgenois St. (Survey 1)	10	0	0	3	6	0	0	5*
Tulane Ave. btw S. Broad St. & S. Dorgenois St. (Survey 2)	49	0	1	1	15	0	1	0

Counts taken over a 20-minute period at the locations described between 11:00 AM and 12:00 PM, Saturday, November 5th, 2011. *Count of individuals waiting at a RTA bus stop at the southeast corner of Tulane Avenue and South Broad Street.

It is not clear why separate surveys of the intersection of Tulane Avenue and South Broad Street and Tulane Avenue between South Broad Street and South Dorgenois Street yielded dramatically different counts of "people walking at average speed". The counts from Survey 2 of Tulane Avenue between South Broad Street and South Dorgenois Street did take place after the counts from Survey 1 (and after all of the other surveys), and so it is possible that the increased number of observed travelers reflects a real increase in traffic volume over time.

We should note that many surveyors commented on how, in their experience, both automobile and non-automobile traffic is much higher in the survey area on weekdays than during the observation period and particularly during rush-hour periods. One of the survey coordinators noticed much higher traffic when previewing the survey at approximately 5:30 PM on the prior evening, which was a Friday. Based on this anecdotal evidence, we surmise that the counts shown here are much lower than the weekly peaks.

General Impressions of the Study Area from the AARP Survey

Surveyors, overall, had a negative impression of the study area. On the AARP survey all intersections and street segments received overall ratings of "poor" or "fair" on a four-category scale of "poor", "fair", "good", and "excellent." However, many gave a "good" rating to streets and intersections on certain sections of the survey. The following table outlines these ratings.

Overall Ratings of Survey Area, AARP Streets and Sidewalks Survey

	Section B: Crossing the Street ...	Section C: Sidewalks	Section D: Driver Behavior	Section E: Safety	Section F: Comfort & Appeal	Section G: Overall Ratings...
Intersection of Tulane Ave. & S. Broad St. (Survey 1)	Fair	N/A*	Poor	Poor	Poor	**Poor**
Intersection of Tulane Ave. & S. Broad St. (Survey 2)	Fair	N/A*	Fair	Fair	Fair	**Fair**
Intersection of S. Broad St. & Gravier St.	Fair	N/A	Good	Good	Good	**Fair**
S. Broad St.btw. Tulane Ave. & Gravier St.	N/A*	Fair	Poor	Fair	Fair	**Fair**
Tulane Ave. btw. S. Broad St. & S. White St.	N/A*	Good	Fair	***	Good	**Fair**
S. Broad St.btw. Banks St. & Tulane Ave.	N/A*	Fair	Good	Good	Poor	**Fair**
Tulane Ave. btw. S. Broad St. & S. Dorgenois St.**	N/A*	Good	***	Good	Good	**Fair**

*Section of survey not taken for this segment or intersection. **Reflects evaluation from Survey 1; the surveyor responsible for Survey 2 did not complete the qualitative evaluations in the AARP survey. ***Surveyor error; rating not marked.

Notice that some surveyors gave overall ratings that were lower than those given for the different sections of the survey. For example, the survey team that observed the intersection of South Broad Street and Gravier Street gave a "Fair" rating for Section B and a "Good" rating for the other sections. Yet the team gave an overall score of "Fair". One source of this discrepancy could be some kind of surveyor bias. As individuals concerned with pedestrian and bicycle infrastructure quality, our participants may have been predisposed to rate the survey area in a negative light; even when they recognized positive attributes of the streets, they may still have been consciously or unconsciously reticent to rate positively the streets and sidewalks that they were observing.

Another source could be the AARP survey itself. In "Section G: Overall Ratings and Observations", before giving a final, comprehensive score, the surveyor reads:

> Your Overall Rating will be more than just your checkmark total. Think about your observations as a whole. Were some areas much better or worse than others? For example, the sidewalks might be Good for walking, but intersections might be Poor for crossing the street. This might justify reducing the Overall Rating of your walk survey area.

In this way, the AARP survey gives the user a lot of freedom to share his or her impressions of the place under study. However, this text also primes the user to give a response for Section G that may not look clearly matched to the ratings given in other sections. Also, by giving an

example of a situation in which one reduces the score of a survey area, the survey text may prime users to reduce their overall scores as well.

Specific Issues of Concern from the AARP Survey

In addition to asking for overall ratings, each section of the AARP survey offers multiple prompts to help surveyors describe their impressions of the street or intersection under study. For example, in the "Driver Behavior" section, surveyors can make a check mark in a box next to the prompt "Drivers do not stop at stop signs". There are between seven and eleven such prompts for each section, including an "Other (please specify)" prompt.

In order to find overriding, specific concerns about the survey area, we totaled the number of check marks across all completed surveys for each prompt. The AARP survey is broad in scope and this simple tabulation reveals a range of problems. While not all of the issues identified would fall within the scope of a typical street re-design and re-construction, many are. Of these, the most common problems are a lack of landscaping for shade and aesthetic value, the speed and aggressiveness of drivers, and interruptions to sidewalks from driveways and broken paving.

The most frequently checked prompts are listed below in descending order of frequency.

Most Commonly Cited Issues in the Survey Area, AARP Streets and Sidewalks Survey

	Number of Surveys with Check Marks for this Issue
Need shade trees	7
Car speeds are too fast	6
There is trash on the route	6
Sidewalk is broken or cracked	5
Sidewalks are interrupted by driveways	5
Drivers seem to be speeding	5
Need grass, flowers, landscaping	5
There is graffiti or vacant/run-down buildings	5
Drivers make unexpected turns/maneuvers	4
Need benches and places to rest	4
Grass/landscaping needs maintenance	4
Need water fountains and bathrooms	4

Though it did not reach the list of most-frequently mentioned problems, the two teams surveying the intersection of Tulane Avenue and South Broad Street noted there was no pedestrian-crossing signal present. A full description of the AARP survey results for each area can be found in Appendix A.

UNO Audit Instrument Results

The UNO Audit Instruments are, in comparison with the AARP survey, narrow in scope, and they focus on the physical design of streets and intersections. The instruments' scoring system offers a quantitative approach to evaluation and an ability to compare intersections and street segments with greater precision than the four-category rating scale found in the AARP survey.

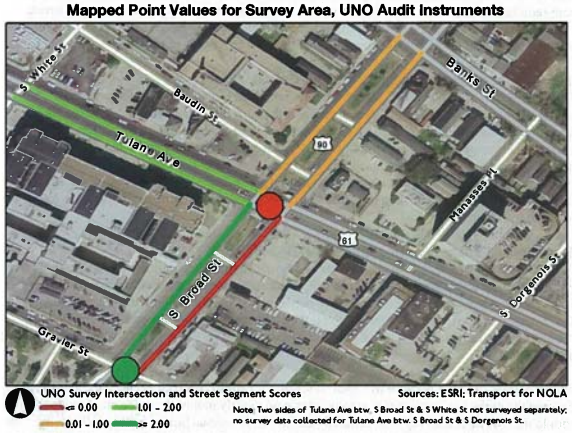
According to our surveyors, the lakeside (northwest) section of South Broad Street between Tulane Avenue and Gravier Street was the highest-quality street segment evaluated while the intersection of South Broad Street and Gravier Street was of much higher quality than the intersection of Tulane and South Broad Street. The reported total scores for each area are listed in the following table.

Point Values for Survey Area, UNO Audit Instruments

Survey Location	Total Score
Intersection of Tulane Ave. and S. Broad St. (Survey 1)	-0.58
Intersection of Tulane Ave. and S. Broad St. (Survey 2)	-0.41
Intersection of S. Broad St. and Gravier St.	2.1
Tulane Ave. between S. Broad St. and S. White St.	1.25
S. Broad St. between Tulane Ave. and Gravier St. (Lakeside)	2.13
S. Broad St. between Tulane Ave. and Gravier St. (Riverside)	-0.37
S. Broad St. between Banks St. and Tulane Ave. (Lakeside)	0.13
S. Broad St. between Banks St. and Tulane Ave. (Riverside)	0.5
Tulane Ave. between S. Broad St. and S. Dorgenois St.	***

*** = Not surveyed with a UNO audit instrument

Mapped Point Values for Survey Area, UNO Audit Instruments



For the purpose of putting these segment and intersection scores in context, we turned to the UNO report from which the audit instruments came. This report presented audit-instrument results for five pedestrian and cyclist crash "hotspots" in New Orleans. Across these locations, the authors described street segments and intersections with scores less than 1.0 as "poor" and scores between 1.0 and 2.0 as "low". Like our survey area, the intersections and street segments in the different survey areas also had variable scores. For example, in the "7th Ward Hotspot" centered on St. Bernard and North Claiborne Avenues, many street segments rated below 1.0,

though some intersections rated above 1.0 and 2.0. From these other case studies, we conclude that the variation in street-segment and intersection scores that our surveyors found is both reasonable and common around New Orleans.

Here, we present a brief description of why the surveyors reached these scores. A full description of the UNO audit instrument results for each area can be found in Appendix B.

Intersection of Tulane Avenue and South Broad Street

The intersection of Tulane Avenue and South Broad Street received low scores from the two surveyors for a variety of reasons, including the intersection's lack of pedestrian signals. The neutral grounds on both Tulane Avenue and Broad Street provide refuges for pedestrians, however they are narrow and do not have curb cuts, which means that anyone in a wheelchair must go around them when crossing both streets. Also, not all of the intersection's corners have curb radii less than 30 feet, which is the maximum measurement acceptable for major streets according to the audit instruments. Other problems included the presence of cars and driveways or curb cuts within 20 feet of the intersection and faded crosswalk or stop line setback markings.

Intersection of South Broad Street and Gravier Street

The intersection of South Broad Street and Gravier Street scored much better than the intersection of Tulane and South Broad. None of the curb radii measured above the audit instruments' acceptable maximum of 30 feet. The wide neutral ground on South Broad Street also provides refuge for those trying to cross. However, as is the case at Tulane Avenue, the neutral ground at Gravier Street also lacks curb cuts, forcing those in wheelchairs to go around. Also, even though there are clear crosswalk yield signs facing traffic on South Broad Street, the large number of traffic lanes and observed automobile speeds above 35 miles per hour led to a lower-than-full score.

Segments of Tulane Avenue and South Broad Street

In general, the segments of Tulane Avenue and South Broad Street failed to reach higher scores because the sidewalks were not wide enough. "Pedestrian zones" were between five and six feet wide, range, while "furnishing zones" were between two and three feet wide; on major streets like Tulane Avenue and South Broad Street, the audit instruments only give full points to "pedestrian zones" wider than seven feet, six inches and "furnishing zones" wider than three feet, seven inches.

Scores were also lower because of a lack of shade for pedestrians, and because the surveyors deemed the curbs low enough that automobiles could easily mount the sidewalk. Finally, we should note while the survey area generally did not have serious breaks in sidewalk paving,[5] the team surveying South Broad Street between Tulane Avenue and Banks Street noticed breaks on both sides of the street that presented trip hazards.

Finally, the RTA bus shelters in the study area contributed to low scores for some of the street segments. Though they provide protection for transit riders on the 39-Tulane and 94-Broad lines, the shelters are placed in such a way that they block sections of the sidewalk and create choke

5Many surveyors noted cracked or broken pavement as an issue in the AARP survey but it did not ask users to differentiate between minor and major breaks.

points for passing pedestrians. The teams that surveyed South Broad Street between Tulane Avenue and Gravier Street and South Broad Street between Tulane Avenue and Banks Street encountered bus shelters that narrowed the "pedestrian zone" at the southeast corner both intersections. These shelters were marked as an "obstruction[s] that cannot be moved" on question two of the "Pedestrian Detractors" section of the audit instrument, which resulted in a one-point deduction from each total score.

RECOMMENDED ACTIONS

Based on our survey, we recommend that any re-design and re-construction of Tulane Avenue and South Broad Street include:

- Traffic calming. While we recognize that both Tulane Avenue and South Broad Street are arterial streets, we believe that pedestrian and cyclist safety would improve with designs that cause motorists to slow their speed. Some specific solutions might include reducing the number or narrowing the width of travel lanes and rebuilding curbs with smaller radii. We recommend special attention to the end of South Broad Street where the overpass reconnects with the at-grade street. We noticed that motorists come off of the overpass at high speed. One surveyor mentioned that the change in the number of travel lanes after the overpass leads to unsafe conditions, as high-speed overpass traffic merges with slower-moving traffic from the parallel at-grade portion of the roadway. This situation may not only present hazards to motorists, but also to pedestrians and cyclists, if drivers are distracted by the task of safely merging at this point. Finally, the 2009 UNO map that described pedestrian/cyclist crash hot spots put the hot spot on South Broad Street close to the overpass.

- Landscaping. Street trees, a grassy median, and other landscaping would not only improve the appearance of these major corridors, but would also eventually provide needed pedestrian shade along both streets. Re-designs of the two thoroughfares might create the space necessary for these plantings by reducing and/or narrowing travel lanes.

- Widened sidewalks. None of the street segments surveyed received full points for the widths of their furniture and pedestrian zones as described in the UNO audit instruments (respectively, between 3'7" and 4'0", and between 7'7" and 8'0"). As with our landscaping suggestion, re-designs of the two thoroughfares might create the space necessary for widened sidewalks by reducing and/or narrowing travel lanes.

- Bus shelter repositioning. Though shelters are necessary, basic infrastructure for any transit system, at two points in the survey area, bus shelters significantly narrowed the sidewalk. These points were at the upriver/riverside (southeast) corner of Tulane Avenue and Broad Street, as well as the upriver/riverside (southeast) corner of South Broad Street and Banks Street. Re-designs might include moving the shelters to bus "bump-outs" that extend the curb into the street at bus stops. Of course, a wider study of possible transit service on these corridors might suggest more ambitious re-designs for faster service that move bus boarding areas and shelters to an expanded neutral ground.

- Driveway removal. We believe that the presence of so many driveways adds to the perception that driver behavior is erratic. Removing driveways—especially those close to intersections—would reduce the number of possible pedestrian/cyclist crash points, and could improve pedestrians' feeling of safety in the area.

- Lighting. The UNO/RPC audit tools do not include questions about lighting, though the AARP survey does. Given that our survey took place in the middle of the day, lighting was not an immediately obvious problem. However, one surveyor did note that the lack of street lighting was a problem. High quality lighting along both corridors would allow pedestrians to see any potential trip hazards along the sidewalk, would help cyclists stay visible to motorists, and would improve how safe the streets appear to be for walking after dark.

In addition to these suggestions for re-designing Tulane Avenue and South Broad Street, we suggest the following revisions to the UNO/RPC audit tool in order to improve its user friendliness:

- Improve and increase the number of explanatory diagrams/photos. The diagram on page six of the Pedestrian Audit Instrument clearly demonstrates that one should include the entire width of a tree pit when measuring the "Furniture Zone". However, the diagram does not have enough visual information to communicate clearly that measurement should begin at the edge of the curb. Also, the other diagrams on this page appear fuzzy and should be replaced with images at a higher resolution. Additional diagrams may be helpful for defining "T-intersections" and curb cuts, especially to demonstrate the difference between curb cuts that act as access to the sidewalk for pedestrians and the wider aprons that connect streets to parking lots or off-street driving lanes.
- Clarify instructions for how to evaluate the two sides of a street. The instructions written into the audit instrument do not expressly state that separate surveys should be conducted for each side of a given street. While this may be obvious to some, it was not to our coordinators and volunteers, and only after looking more carefully at the maps in the "Case Examples of District Level Analysis and Pedestrian Audit Tools" did we realize that each side of the street is meant to be evaluated separately.
- Reduce the number of survey pages. A revision to the survey's layout could reduce the physical length of the survey. This would be an improvement because it would reduce the number of times that a user needs to flip pages. Flipping pages may seem like a trivial concern, but it becomes more important when one realizes that participants are likely filling out the survey on clipboards (which require that the participant take the survey out of the clip in order to flip the page), perhaps while holding another object, such as a stopwatch or measuring tape.
- Correct clear mistakes and typographical errors. For example, on page seven of the Non-Signalized Intersection for Major Streets Audit Instrument, Section 2, question 11 asks "Does the crosswalk and the sidewalks all align?" If the answer to this question is "Yes", then the survey instructs you to deduct 0.25 points. However, having sidewalks and crosswalks align is a positive attribute, and so we believe that the survey incorrectly instructs users to deduct points for this question (we corrected for this error in our survey

results). Other examples include, on page eight of the Signalized Intersection Audit Instrument, the box "Section 2: Detractor Assessment" includes the maximum number of points that can be deducted for each question, but the "Section 1: Attractor Assessment" does not have these points, nor does the "Step 3: Detractor Assessment" on page 11. As another example, question one on page five of the Signalized Intersection Audit Instrument should be corrected to read "Do all legs…" instead of "Does all legs…"

Finally, we offer the following suggestions for improving the AARP survey:

- Include pedestrian count tables for both intersections and street segments. In its current form, the AARP survey only asks users to count pedestrians at intersections and not along street segments.

APPENDIX A

These tables present the questions, answers and scores from the AARP Streets and Sidewalks Survey. We have not included "Section A: Mapping Out Your Walk Survey Area" in the tables, as these sections simply ask surveyors to identify the location of his or her survey area and to hand-draw a map of the survey area.

S. Broad St. btw Tulane Ave. & Gravier St.

	Issue	Location/Notes
Section B: Crossing the Street (Intersections)		
[Not an intersection; Section B Not Completed]		
Section C: Sidewalks		
There are no sidewalks, paths or shoulders		
There are sidewalks, but they are not continuous (segments are missing)		
Sidewalk is not wide enough for two people to walk together side-by-side (5 ft.)	Y	At bus shelter = 3' 9"
Sidewalk is broken or cracked	Y	Riverside, pretty minor
There is no buffer between traffic and the sidewalk		
Sidewalks are interrupted by driveways	Y	Many times, some have curbs across
No/misplaced ramps (curb cuts) for wheelchairs, strollers and wagons		
Curb cuts are not textured or marked for those with visual impairments		
Sidewalk is blocked with poles, signs, shrubs, dumpsters, low handing trees, etc.		
Cars, trucks, vendors are blocking the sidewalk, Other issues and observations (please specify)		Trash truck briefly blocked it
Other issues and observations		
Overall Rating of sidewalks in walk survey area	**Fair**	

Section B: Crossing the Street (Intersections)		
[Not an intersection; Section B Not Completed]		
Section C: Sidewalks		
There are no sidewalks, paths or shoulders		
There are sidewalks, but they are not continuous (segments are missing)		
Sidewalk is not wide enough for two people to walk together side-by-side (5 ft.)		Just 5'
Sidewalk is broken or cracked	Y	One side is nicer than the other (not the people's side)
There is no buffer between traffic and the sidewalk	Y	Broad paved section wall to wall
Sidewalks are interrupted by driveways	Y	
No/misplaced ramps (curb cuts) for wheelchairs, strollers and wagons		
Curb cuts are not textured or marked for those with visual impairments		
Sidewalk is blocked with poles, signs, shrubs, dumpsters, low handing trees, etc.		
Cars, trucks, vendors are blocking the sidewalk, Other issues and observations (please specify)		Large signs
Other issues and observations	Large signs	
Overall Rating of sidewalks in walk survey area	Good	
Section D: Driver Behavior		
Drivers do not stop at stop signs		
Drivers do not obey traffic signals		
Drivers seem to be speeding	Y	Highway conditions
Drivers do not yield to pedestrians, especially at right turns	Y	Highway conditions

	Issue	Location/Notes
Section D: Driver Behavior		
Drivers do not stop at stop signs		
Drivers do not obey traffic signals		
Drivers seem to be speeding	Y	40-45 MPH off bridge
Drivers do not yield to pedestrians, especially at right turns	Y	
Drivers do not stop behind the crosswalk	Y	
Drivers don't look when leaving or backing out of driveways		
Drivers make unexpected turns/maneuvers	Y	Saw a turn onto a wrong way
Other		Illegal turns
Overall rating of driver behavior in walk survey area	Poor	
Section E: Safety		
Car speeds are too fast	Y	For crossing
Too much traffic		
Drivers are distracted (for example, using cell phones)		
There is loitering or suspicious/criminal activity		Jail/Bail Bonds
Unleashed dogs		
Unclear signs or directions for drivers or pedestrians		
Other		Very unsafe for cyclists
Overall rating of safety in walk survey area	Fair	

Drivers do not stop behind the crosswalk		No crosswalk
Drivers don't look when leaving or backing out of driveways	Y	
Drivers make unexpected turns/maneuvers	Y	
Other	Cluster of one ways, do-not-enters, no turns and plenty of pedestrians/heavy use - chaotic	
Overall rating of driver behavior in walk survey area	Fair	
Section E: Safety		
Car speeds are too fast	Y	
Too much traffic	Y	
Drivers are distracted (for example, using cell phones)	Y	
There is loitering or suspicious/criminal activity	Y	
Unleashed dogs		
Unclear signs or directions for drivers or pedestrians	Y	
Other	Circulation is a straight through conduit isolating courthouse from surrounding, probably intentional	
Overall rating of safety in walk survey area		
Section F: Comfort and Appeal		
Need shade trees	Y	
Need grass, flowers, landscaping	Y	
Need benches and places to rest	Y	
Grass/landscaping needs maintenance		

	Issue	Location/Notes
Section F: Comfort and Appeal		
Need shade trees	Y	
Need grass, flowers, landscaping	Y	
Need benches and places to rest	Y	Bus shelter has bench
Grass/landscaping needs maintenance	Y	Overgrown on riverside
Need water fountains and bathrooms		
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter		
Bus stop doesn't have adequate lighting		
There is graffiti or vacant/run-down buildings	Y	Vacant lot overgrown
There is trash on the route	Y	
Other		Barbed wire fence at jail, trash trucks
Overall rating of comfort/appeal in walk survey area	Fair	
Section G: Overall Ratings and Observations		
Overall Rating	Fair	
Comments	Riverside total curb cut length = 05 ft. Lakeside = 111 ft. Around half of each block is driveways! Big issues with traffic coming off of the overpass. Bus shelter is nice but blocks sidewalk with utility box.	

Tulane Ave. btw S. Broad St. & S. White St.

	Issue	Location/Notes

Other		Drivers do not use turn signals
Overall rating of driver behavior in walk survey area	Fair	
Section E: Safety		
Car speeds are too fast	Y	Tulane and S. Broad
Too much traffic		
Drivers are distracted (for example, using cell phones)		
There is loitering or suspicious/criminal activity		
Unleashed dogs		
Unclear signs or directions for drivers or pedestrians		
Other		Street pavement is uneven
Overall rating of safety in walk survey area	Fair	
Section F: Comfort and Appeal		
Need shade trees	Y	S. Broad at Tulane SE corner
Need grass, flowers, landscaping	Y	
Need benches and places to rest		
Grass/landscaping needs maintenance	Y	
Need water fountains and bathrooms	Y	
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter	Y	
Bus stop doesn't have adequate lighting		

Need water fountains and bathrooms	Y	
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter	Y	
Bus stop doesn't have adequate lighting	Y	
There is graffiti or vacant/run-down buildings	Y	
There is trash on the route	Y	
Other		Weird intersection
Overall rating of comfort/appeal in walk survey area	Good	
Section G: Overall Ratings and Observations		
Overall Rating	Fair	
Comments		Living things, resting places, shade and water. Needs pedestrian crossing aids crosswalk.

Tulane Ave. & S. Broad St. (Survey 1)

	Issue	Location/Notes
Section B: Crossing the Street (Intersections)		
Crossing doesn't have a pedestrian signal or audible signal		
Pedestrian signal doesn't give people walking at average speed enough time to cross		
Time allowed on signal (minutes: seconds)	0:00:20	
Pedestrian signal doesn't give people who walk more slowly enough time to cross		
Traffic signal makes pedestrians wait too long before crossing		

D-16

There is graffiti or vacant/run-down buildings	Y	
There is trash on the route	Y	
Other		
Overall rating of comfort/appeal in walk survey area	Fair	
Section G: Overall Ratings and Observations		
Overall Rating	Fair	
Comments		Biggest Problem - Cars speeding in every direction

Tulane Ave. & S. Broad St. (Survey 2)

	Issue	Location/Notes
Section B: Crossing the Street (Intersections)		
Crossing doesn't have a pedestrian signal or audible signal	Y	All directions
Pedestrian signal doesn't give people walking at average speed enough time to cross		N/A
Time allowed on signal (minutes: seconds)		N/A
Pedestrian signal doesn't give people who walk more slowly enough time to cross		N/A
Traffic signal makes pedestrians wait too long before crossing		
Need a traffic signal or crosswalk	Y	All directions have crosswalk but no signal
Push-to-walk signal is not available/operating	Y	Not available all directions
Crosswalk is not marked or poorly marked	Y	All directions
Have to walk too far (>300 ft.) for a safe place to cross the street		

Need a traffic signal or crosswalk		
Push-to-walk signal is not available/operating	Y	Not available at Tulane and S Broad
Crosswalk is not marked or poorly marked		
Have to walk too far (>300 ft.) for a safe place to cross the street		
Road is too wide to cross safely		
No median on streets with 2+ Lanes		
Parked Cars on the street or utility poles are blocking the view of traffic		
Other Issues		Needs to be a pedestrian crossing in front of traffic courthouse on S. Broad 1 blk west of Tulane Avenue and S. Broad intersection
Overall Rating of sidewalks in walk survey area	Fair	
Section C: Sidewalks		
[intersection; Section C Not Completed]		
Section D: Driver Behavior		
Drivers do not stop at stop signs		
Drivers do not obey traffic signals		
Drivers seem to be speeding	Y	All directions
Drivers do not yield to pedestrians, especially at right turns		
Drivers do not stop behind the crosswalk		
Drivers don't look when leaving or backing out of driveways		
Drivers make unexpected turns/maneuvers		

There is trash on the route		
Other		Overall lack of street lighting needs improvement
Overall rating of comfort/appeal in walk survey area	Poor	
Section G: Overall Ratings and Observations		
Overall Rating	Poor	
Comments		Needs dramatic improvements from all perspectives. Transit, pedestrian, and driving also needs a bike lane and pedestrian infrastructure.

Broad St. btw Tulane Ave. & Banks St.

	Issue	Location/Notes
Section B: Crossing the Street (Intersections)		
[Not an intersection; Section B Not Completed]		
Section C: Sidewalks		
There are no sidewalks, paths or shoulders		
There are sidewalks, but they are not continuous (segments are missing)		
Sidewalk is not wide enough for two people to walk together side-by-side (5 ft.)		
Sidewalk is broken or cracked	Y	West side, entire length
There is no buffer between traffic and the sidewalk		
Sidewalks are interrupted by driveways	Y	100' on east side, 13' on west side
No/misplaced ramps (curb cuts) for wheelchairs, strollers and wagons		
Curb cuts are not textured or marked for those with visual impairments	Y	Banden and S. Broad- just one (north) ramp, not both

Road is too wide to cross safely		
No median on streets with 2+ Lanes		
Parked Cars on the street or utility poles are blocking the view of traffic		
Other Issues		Traffic lanes are too narrow on both Broad and Tulane. Sidewalks are too narrow. Lack of street furniture
Overall Rating of sidewalks in walk survey area	Fair	
Section C: Sidewalks		
[intersection; Section C Not Completed]		
Section D: Driver Behavior		
Drivers do not stop at stop signs		No stop signs
Drivers do not obey traffic signals		
Drivers seem to be speeding	Y	Excessive (average 10-15 miles above speed limit) speeding in all directions
Drivers do not yield to pedestrians, especially at right turns	Y	All directions
Drivers do not stop behind the crosswalk	Y	
Drivers don't look when leaving or backing out of driveways		
Drivers make unexpected turns/maneuvers	Y	Switching lanes, making illegal left and U-turns
Other		
Overall rating of driver behavior in walk survey area	Poor	
Section E: Safety		
Car speeds are too fast	Y	All directions

	Issue	Location/Notes
Sidewalk is blocked with poles, signs, shrubs, dumpsters, low handing trees, etc.		
Cars, trucks, vendors are blocking the sidewalk, Other issues and observations (please specify)		
Other issues and observations		
Overall Rating of sidewalks in walk survey area	Fair	
Section D: Driver Behavior		
Drivers do not stop at stop signs		
Drivers do not obey traffic signals		
Drivers seem to be speeding		One
Drivers do not yield to pedestrians, especially at right turns		
Drivers do not stop behind the crosswalk		Didn't observe intersection
Drivers don't look when leaving or backing out of driveways		
Drivers make unexpected turns/maneuvers		
Other		
Overall rating of driver behavior in walk survey area	Good	
Section E: Safety		
Car speeds are too fast		Generally Okay
Too much traffic		Not on Saturday
Drivers are distracted (for example, using cell phones)		
There is loitering or suspicious/criminal activity		

Too much traffic		
Drivers are distracted (for example, using cell phones)	Y	Cell phone use, texting, not driving when light turns green, not turning right on red b/c distracted by cell phone use
There is loitering or suspicious/criminal activity		
Unleashed dogs		
Unclear signs or directions for drivers or pedestrians	Y	Too many signs, so eyes are not discerning important directions, sign overload!
Other		Peds running @ cross-walk to try to make bus connection b/c buses arrived simultaneously
Overall rating of safety in walk survey area	Poor	
Section F: Comfort and Appeal		
Need shade trees	Y	
Need grass, flowers, landscaping	Y	
Need benches and places to rest	Y	
Grass/landscaping needs maintenance		
Need water fountains and bathrooms	Y	
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter		
Bus stop doesn't have adequate lighting	Y	Area around isn't well lit
There is graffiti or vacant/run-down buildings	Y	

	Issue	Location/Notes
Overall Rating of sidewalks in walk survey area	Good	
Section D: Driver Behavior		
Drivers do not stop at stop signs		
Drivers do not obey traffic signals		
Drivers seem to be speeding		
Drivers do not yield to pedestrians, especially at right turns		
Drivers do not stop behind the crosswalk		
Drivers don't look when leaving or backing out of driveways		
Drivers make unexpected turns/maneuvers	Y	
Other		
Overall rating of driver behavior in walk survey area		
Section E: Safety		
Car speeds are too fast	Y	6 lanes of fast moving traffic
Too much traffic	Y	
Drivers are distracted (for example, using cell phones)		
There is loitering or suspicious/criminal activity		
Unleashed dogs		
Unclear signs or directions for drivers or pedestrians		
Other		

	Issue	Location/Notes
Unleashed dogs		
Unclear signs or directions for drivers or pedestrians		No pedestrian light @ Banks and Broad
Other		
Overall rating of safety in walk survey area	Good	
Section F: Comfort and Appeal		
Need shade trees	Y	Entire Area
Need grass, flowers, landscaping	Y	Entire Area
Need benches and places to rest	Y	Entire Area
Grass/landscaping needs maintenance	Y	Entire area
Need water fountains and bathrooms	Y	Entire area
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter		
Bus stop doesn't have adequate lighting	Y	Banks and Broad
There is graffiti or vacant/run-down buildings	Y	50% of the buildings
There is trash on the route	Y	Entire area
Other		
Overall rating of comfort/appeal in walk survey area	Poor	
Section G: Overall Ratings and Observations		
Overall Rating	Fair	

	Issue	Location/Notes
Overall rating of safety in walk survey area	Good	
Section F: Comfort and Appeal		
Need shade trees	Y	0 on route
Need grass, flowers, landscaping		
Need benches and places to rest		
Grass/landscaping needs maintenance	Y	2 overgrown, empty lots
Need water fountains and bathrooms		
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter		
Bus stop doesn't have adequate lighting		
There is graffiti or vacant/run-down buildings		
There is trash on the route	Y	Some, not rampant
Other		
Overall rating of comfort/appeal in walk survey area	Good	
Section G: Overall Ratings and Observations		
Overall Rating	Fair	
Comments	0 wheelchair accessibility. Pretty clear sidewalks win minimal cracks (toward corner with Broad)	

	Issue	Location/Notes
Comments		Major weakness is comfort and appeal. Traffic runs very close to the sidewalk with many driveways interrupting the walkway. There are no bike lanes!! Poor sidewalk conditions

Tulane Ave. btw S. Broad St. & S. Dorgenois St.

	Issue	Location/Notes
Section B: Crossing the Street (Intersections)		
[Not an intersection; Section B Not Completed]		
Section C: Sidewalks		
There are no sidewalks, paths or shoulders		
There are sidewalks, but they are not continuous (segments are missing)	Y	Just south of Dorgenois no sidewalk
Sidewalk is not wide enough for two people to walk together side-by-side (5 ft.)		
Sidewalk is broken or cracked	Y	Tulane just south of broad
There is no buffer between traffic and the sidewalk		
Sidewalks are interrupted by driveways	Y	
No/misplaced ramps (curb cuts) for wheelchairs, strollers and wagons	Y	
Curb cuts are not textured or marked for those with visual impairments		
Sidewalk is blocked with poles, signs, shrubs, dumpsters, low handing trees, etc.		
Cars, trucks, vendors are blocking the sidewalk, Other issues and observations (please specify)		
Other issues and observations		No shade trees

	Issue	Location/Notes
		way or if there are no U-turns allowed
Overall rating of safety in walk survey area	Good	
Section F: Comfort and Appeal		
Need shade trees	Y	
Need grass, flowers, landscaping		
Need benches and places to rest		
Grass/landscaping needs maintenance		
Need water fountains and bathrooms		
Need sidewalk leading to bus stop		
Bus stop doesn't have shelter	Y	
Bus stop doesn't have adequate lighting		
There is graffiti or vacant/run-down buildings		
There is trash on the route	Y	
Other		
Overall rating of comfort/appeal in walk survey area	Good	
Section G: Overall Ratings and Observations		
Overall Rating	Fair	
Comments	Today: low traffic. Weekdays: too congested between the jail and the courthouse, lack of parking and ease of transit for cars because of poor location near bridge. Walking does not	

S. Broad St. & Gravier St.

	Issue	Location/Notes
Section B: Crossing the Street (Intersections)		
Crossing doesn't have a pedestrian signal or audible signal	Y	Broad and Gravier
Pedestrian signal doesn't give people walking at average speed enough time to cross		
Time allowed on signal (minutes: seconds)		
Pedestrian signal doesn't give people who walk more slowly enough time to cross		
Traffic signal makes pedestrians wait too long before crossing		
Need a traffic signal or crosswalk	Y	
Push-to-walk signal is not available/operating	Y	
Crosswalk is not marked or poorly marked		
Have to walk too far (>300 ft.) for a safe place to cross the street		
Road is too wide to cross safely	Y	Too wide if you are disabled
No median on streets with 2+ Lanes		
Parked Cars on the street or utility poles are blocking the view of traffic		
Other Issues	Tulane overpass encourages high-speed. The change from 2 to three lanes coming from the overpass towards Broad Street often gets congested. High speeds/parked cars/ court traffic, causes lots of risk. No curb ramps at neutral grounds	
Overall Rating of sidewalks in walk survey area	Fair	
Section C: Sidewalks		

	Issue	Location/Notes
		feel safe because of width of street and speed of drivers. Crossing in a wheelchair would be difficult because of holes/uneven pavement, lack of curb ramps at neutral grounds. Crossings are well marked, however.

	Issue	Location/Notes
		[intersection; Section C Not Completed]
Section D: Driver Behavior		
Drivers do not stop at stop signs		
Drivers do not obey traffic signals		
Drivers seem to be speeding	Y	Heading off of Tulane overpass
Drivers do not yield to pedestrians, especially at right turns		
Drivers do not stop behind the crosswalk		
Drivers don't look when leaving or backing out of driveways		
Drivers make unexpected turns/maneuvers		
Other	See note about merging @ other times on previous section	
Overall rating of driver behavior in walk survey area	Good	
Section E: Safety		
Car speeds are too fast	Y	
Too much traffic		Not right now
Drivers are distracted (for example, using cell phones)	Y	Mild
There is loitering or suspicious/criminal activity		
Unleashed dogs	Y	only 1 stray
Unclear signs or directions for drivers or pedestrians		
Other	The no left-turn signs are extremely confusing for drivers. It's not clear as to whether it's just "no left" b/c is one	

Question	Answer	Score
	no curb cuts/ramps…	
2.6 Which of the following below best describes the condition of the crosswalk markings?	…Well maintained	0
2.7 If a stop sign is used anywhere in the intersection, are there stop or yield line setbacks?	Yes	0
2.8 Is parking allowed or not enforced within 20' of a crosswalk (marked or unmarked) at an intersection?	Yes	0.5
2.9 Do all legs of the intersection have curb cuts/ramps?	Yes	0
2.10 Are there any curb cuts (i.e.: entrances or exits from a public or private establishment) within 20' of the intersection?	Yes	0.5
2.11 Does the crosswalk and the sidewalks all align?	Yes	0
Attractor Total		3.6
Detractor Total		1.5
Grand Total		**2.1**

South Broad Street between Tulane Avenue and Gravier Street
Pedestrian Audit Instrument

	Lakeside		Riverside	
Question	**Answer**	**Score**	**Answer**	**Score**
Measurements for Curb Zone	6"		5"	
Measurements for Furnishings Zone	2'8"		2'6"	
Measurements for Pedestrian Zone	5'4"		5'10"	
2.1 Curb Zone Measurement	5.4" - 6"	1	4.6" - 5.3"	0.75
2.2 Furnishings Zone Measurement	2'0" - 2'11"	0.5	2'0" - 2'11"	0.5
2.3 Pedestrian Zone Measurement	5'1"-6'0"	0.88	5'1"-6'0"	0.88
2.4 For pedestrian Zones without a sidewalk	N/A		N/A	
3.1 There are gaps in the Pedestrian Zone	No	0	No	0
3.2 The Pedestrian Zone harbors an obstruction that…	There are no obstructions…	0	Cannot be moved	1
3.3 Lack of maintenance has created trip hazards	No	0	Yes, but they are minor	0.5
3.4 Trash or refuse is present in any of these zones	No	0	Yes	0.5
3.5 Curb Zone easily allows conventional automobiles to mount curb	No	0	Yes	0.5
3.6 There is little or no pedestrian shade	Yes	0.25	No	0
Attractor Total		2.38		2.13
Detractor Total		0.25		2.5

APPENDIX B

These tables present the questions, answers and scores from the UNO audit instruments for each area studied.

Intersection of Tulane Avenue and South Broad Street
Signalized Intersection Audit Instrument

Question	Survey One		Survey Two	
	Answer	**Score**	**Answer**	**Score**
1.1 Is the pedestrian phase long enough to allow a pedestrian to safely cross the street (or to median)	Yes	0.67	Yes	0.67
1.2 Is a marked crosswalk present? If no, go to question 5.	Yes	0	Yes	0
1.3 Is the crosswalk painted with parallel pavement markings or with ladder pavement markings?	Parallel Pavement Markings	0	Parallel Pavement Markings	0
1.4 Is the crosswalk located in a school zone, across arterial streets with pedestrian-only signals, where a crosswalk crosses a street not controlled by signals or stop signs, on a two lane street where vehicle speeds are 35 mph or on any street with three or more lanes?	Yes	0	Yes	0
1.5 Is the pedestrian required to walk more than 17 (about 50') steps without a pedestrian refuge?	No	0.67	No	0.67
1.6 Is a Pedestrian Signal present?	No	0	No	0
1.7 Are any of the following conditions below present at the intersection? is in proximity to a school or in school zone or university has pedestrian pushbuttons or pushbuttons that do not work (ETC. SEE ORIGINAL SHEET)	Yes	0	Yes	0
1.8 Approximately how long must the pedestrian wait for the pedestrian signal or the opportunity to safely cross?	15-30 Seconds	0.5	30-40 Seconds	0.33
1.9 A stop line setback exists and is at least 4 feet behind the crosswalk.	No. A stop line exists but it less than 4 feet from the crosswalk	0.33	Yes	0.67
2.1 Does all legs of the intersection above fall into the category of an acceptable curb radius?	No	0.5	No	0.5
2.2 Is a "porkchop lane" present?	No	0	No	0
2.3 Are all the following conditions met in the "porkchop lane"?	N/A	0	N/A	0
2.4 Are symbols in the pedestrian crossing indicator clearly visible to the average person?	No pedestrian crossing indicator…	0	No Pedestrian crossing indicator…	0
2.5 Is parking allowed or not enforced within 20' of a crosswalk at an intersection?	Yes	0.5	No	0

	Lakeside		Riverside	
Question	**Answer**	**Score**	**Answer**	**Score**
Grand Total		**2.13**		**-0.37**

South Broad Street between Tulane Avenue and Banks Street
Pedestrian Audit Instrument

	Lakeside		Riverside	
Question	**Answer**	**Score**	**Answer**	**Score**
Measurements for Curb Zone	6"		6"	
Measurements for Furnishings Zone	3'8" at widest		2'6"-7"	
Measurements for Pedestrian Zone	4'2"-13'6"		7'4"-9'8"	
2.1 Curb Zone Measurement	5.4" - 6"	1	5.4" - 6"	1
2.2 Furnishings Zone Measurement	3'7"-4'0"	1	2'0"-2'11"	0.5
2.3 Pedestrian Zone Measurement	4'0"-5'0" (narrowest measure)	0.5	7'1"-7'6" (narrowest measure)	1.63
2.4 For pedestrian Zones without a sidewalk	N/A		N/A	
3.1 There are gaps in the Pedestrian Zone	No	0	No	0
3.2 The Pedestrian Zone harbors an obstruction that…	No	0	Yes	1
3.3 Lack of maintenance has created trip hazards	Yes, this segment contains multiple trip hazards or a dangerous trip hazard	1	Yes, this segment contains multiple trip hazards or a dangerous trip hazard	1
3.4 Trash or refuse is present in any of these zones	Yes	0.5	Yes	0.5
3.5 Curb Zone easily allows conventional automobiles to mount curb	Yes	0.5	Yes	0.5
3.6 There is little or no pedestrian shade	No	0	No	0
Attractor Total		2.5		3.13
Detractor Total		2		3
Grand Total		**0.5**		**0.13**

Question	Survey One		Survey Two	
	Answer	**Score**	**Answer**	**Score**
2.6 Is there a 2-4 second delay at the beginning and end of each pedestrian crossing cycle?	Yes	0	No	0.5
2.7 Does crosswalk have curb cuts/ ramps on both sides of street including neutral ground if present?	No	0.5	No	0.5
2.8 Do crosswalks, sidewalks, and any curb cuts all align?	Yes	0	Yes	0
2.9 Is a driveway or curb cut within 20ft of the intersection?	Yes	0.25	Yes	0.25
2.10 Which of the following below best describes the condition of the crosswalk markings and stop line setback markings?	The markings are faded and/or sections are missing	0.5	The markings are faded and/or sections are missing	0.5
2.11 Is the median/neutral ground at least 6' wide?	No	0.5	No	0.5
Attractor Total		2.17		2.34
Detractor Total		2.75		2.75
Grand Total		**-0.58**		**-0.41**

Intersection of South Broad Street and Gravier Street
Non-Signalized Intersection for Major Streets Audit Instrument

Question	Answer	Score
1.1 Is the pedestrian required to walk more than 17 (50 ft) steps without a pedestrian refuge?	No	0.8
1.2 Approximately how long must the pedestrian wait to cross intersection?	Less than 10 seconds	0.8
1.3 Is it obvious to pedestrians where to cross and obvious to motorists where pedestrians will cross?	Yes	0.8
1.4 Is there a marked crosswalk? (no points awarded)	Yes	0
1.5 Is the crossing area (unmarked crosswalk) in a school zone or an area that facilitates pedestrian movement between attractors?	N/A	0
1.6 Is the observed speed >= 35 mph?	Yes	0
1.7 How many lanes are there in the widest leg of the intersection? (in both directions)	4+ w/ raised median	0.4
1.8 Is a stop sign or yield sign being used or another devise to slow down automobiles at all legs of intersection with crosswalk?	Yes	0.8
2.1 Does all legs of the intersection above fall into the category of an acceptable curb radius?	Yes	0
2.2 Is a "porkchop lane" present?	No	0
2.3 Are all the following conditions met in the "porkchop lane"?	N/A	0
2.4 Is the neutral ground/median at least 6' wide?	Y	0
2.5 How does the crosswalk intersect the neutral ground/median?	It enters the median but	0.5

Tulane Ave. between S. White St. & S. Broad St.
Pedestrian Audit Instrument

Question	Answer	Score
Measurements for Curb Zone	6-9"	
Measurements for Furnishings Zone	2'3"	
Measurements for Pedestrian Zone	5'	
2.1 Curb Zone Measurement	5.4" - 6"	1
2.2 Furnishings Zone Measurement	2'0" - 2'11"	0.5
2.3 Pedestrian Zone Measurement	4'0" = 5'0"	0.5
2.4 For pedestrian Zones without a sidewalk	N/A	
3.1 There are gaps in the Pedestrian Zone	No	0
3.2 The Pedestrian Zone harbors an obstruction that...	There are no obstructions...	0
3.3 Lack of maintenance has created trip hazards	No	0
3.4 Trash or refuse is present in any of these zones	No	0
3.5 Curb Zone easily allows conventional automobiles to mount curb	Yes	0.5
3.6 There is little or no pedestrian shade	Yes	0.25
Attractor Total		2
Detractor Total		0.75
Grand Total		**1.25**

US 61/Tulane Avenue Corridor Improvements

Public Hearing Summary Report

February 2014

State Project No. H.004730
FAP No. DE-3606(502)
RPC Contract No. US61- Ev1

Public Hearing Synopsis

An open forum Public Hearing for the proposed improvements for US Highway 61 (Tulane Avenue) in Orleans Parish, Louisiana was held on Tuesday, January 14, 2014 at the New Orleans Regional Transit Authority Facility, 2nd Floor Board Room located at 2817 Canal Street in New Orleans, Louisiana from 4:00 p.m. to 7:00 p.m.

The purpose of the Public Hearing was to present the Draft Environmental Assessment (EA) prepared for the project and to allow agencies, local representatives, and the public to review and comment on the "No-Build" and "Build" Alternatives that are being proposed for the project. The "open house" style Hearing, with no formal presentation, allowed citizens the opportunity to receive information about the environmental process of the project, to view exhibits, ask questions, and offer comments on the Draft EA during the scheduled hours.

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) propose this project for the purpose of upgrading US 61 (Tulane Avenue) from South Carrollton Avenue east to South Claiborne Avenue. The purpose of improving the corridor is to improve system linkage and mobility, to improve roadway safety, to address operational deficiencies, and to improve modal interrelationships (i.e., pedestrian, bicycle, and transit operations).

Notification

The methods of notification for the Public Hearing are documented in **Appendix A**. These methods included: public legal notice in the local newspaper, and distribution of postcards and letters to property owners, businesses, elected officials, and agency representatives. Notification of the hearing was also included with the distribution of the Draft EA. The LADOTD Public Information Office posted notification of the Public Hearing on the LADOTD website (page A-1). The RPC also advertised the Hearing on their website, www.norpc.org (page A-3).

The Public Hearing Legal Notice (page A-2) was placed in the *Times Picayune* and appeared in the circulations dated December 27, 2013. Letters announcing the Hearing were sent to 54 elected officials, public officials, and stakeholders (pages A-4 through A-6). Approximately 392 Public Hearing Notice postcards including a basic graphic of the project location were mailed to local property owners, businesses, and public establishments prior to the Hearing (pages A-7 through A-16).

Attendance

Sign-in sheets were provided to record attendance at the Public Hearing. According to the sign-in sheets, 23 citizens, and 8 Project Team Members supported the Public Hearing; for a total of 31 attendees. **Photo 1** shows a representation of attendance.

PHOTO 1
Public Hearing Attendees

Table 1 provides a summary of the attendance and **Appendix B** provides copies of the sign-in sheets that document attendance (pages B-1 through B-3).

TABLE 1
SUMMARY OF ATTENDANCE

Public Participation	Totals
Public	23
Public Officials	0
Project Team Members	8
Total Attendance	31

Informational Displays

Several informational displays were available for review. Small-scale copies of the displays that are described below are included in **Appendix C**.

- A *Public Hearing Announcement* sign identified the time of the Hearing.(page C-1);
- A *Welcome* sign provided direction and explained the hearing process.(page C-2);
- A *Display Area* sign described the information presented in the display area.(page C-3);
- A *Proposed Purpose and Need* sign explained the purpose of the project.(page C-4)
- A *Comment Table* sign explained the comment process.(page C-5);
- A *Thanks for Coming* sign reinforced the importance of completing comment forms and having questions answered satisfactorily.(page C-6);

- A *Next Steps* sign explained the process to preparation of the Final Environmental Assessment (page C-7);
- A *Typical Sections* board showed the conceptual layout of the corridor improvement alternative (page C-8);
- An *Impacts Summary* sign displayed the summary of impacts to the human, physical, and natural environment and also displayed cost estimates for Alternative 1. (page C-9); and
- The *Alternative 1 Conceptual Layout* displayed the minimal construction alternative in a large graphic (2'x48') (pages C-10 through C-15).

A Comment Form and a Public Hearing Handout containing information concerning the preliminary purpose and need of the project, the identification of build alternatives, a description of Alternative 1, and typical section conceptual diagrams were presented as attendees entered the room, with extra copies available for attendees to share with other members of the community. A fourteen-minute video presentation was available for viewing to provide citizens with a general overview of the project and the two alternatives being presented. A copy of the comment form (pages C-16 and C-17), a copy of the informational handout (pages C-18 and C-19), the presentation (pages C-20 through C-27), and the accompanying script (pages C-28 through C-31) are included in **Appendix C**. Attendees were encouraged to view the presentation, to circulate among the displays, and to participate in discussions concerning the alternatives. Project team members were available to assist in describing the conceptual corridor improvement alternatives and to answer questions.

Comment Summary

Following the distribution of the Draft EA, responses were received from four agencies. Copies of the correspondence are included in **Appendix D** (pages D-1 through D-6). The agencies that responded are listed below:

- Federal Emergency Management Agency Region 6;
- United States Environmental Protection Agency Region 6;
- New Orleans District, Corps of Engineers; and
- Choctaw Nation of Oklahoma, Historic Preservation Department.

Comments were collected from the attendees at the Public Hearing and received by mail postmarked by January 29, 2014 and received through February 5, 2014. There were 7 comments submitted within the comment period. **Table 2 Comment Summary,** shown on page 5 and also located in **Appendix D** (page D-7), is the complete record of all information supplied on the comment forms. An analysis of the information received during the Public Hearing comment period is shown in **Tables 3** through **5.** Copies of all comments are presented in **Appendix D** (pages D-8 through D-21**)**.

No verbal comments were submitted at the Public Hearing and no letter or email comments were submitted. Comments submitted were reviewed by project team staff and summarized in the following tables with the intention of reflecting the personal preference or opinion of the person or organization making the comment. The sequence of recording the comment is not intended to represent importance.

Public Hearing
Tuesday, January 14, 2014

Table 2
Comment Summary
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, LA

LADOTD State Project No.
Federal Aid Project No.
ERP Project No. H.004932

Information Provided on the Comment Form							Which Alternative Do You Prefer?			Do You Have Concerns Related to the Project?						Additional Comments
Comment #	Name	Address	City State	Zip	Phone	Email	No Build	Alternative 1	Explanation or reason for selection.	Traffic Capacity	Costruction Impacts	Access Issues	Noise Impacts	Parking	Other	
1	Louis Haywood	1300 Perdido Rm 6W03 (Dept. Public Works) 939 N. Rendon	NOLA	70112	504-329-9555	LRHaywood@nola.gov										Intersections should have crosswalks on all 4 legs (marked & unmarked); bus stops should be nearside with curb extensions to allow more on street parking; provide space for shelters and adequate sidewalks; deceleration lanes are atypical and inappropriate on New Orleans major streets; D'Hemecourt should be closed/modified at intersection with Tulane to allow for continuous sidewalk along Tulane. Median closure concept should be reconsidered. It is much safer to allow mid block openings than to force U-turns at intersections.
2	Jeff Karlson	322 S. Gayoso	NOLA	70119	504-994-6567	karlsonjs@hotmail.com		1	Tulane needs to be reconfigured and made more car, bike, & people friendly.							Love it, please start ASAP.
3	Stefan Marks	RTA	NOLA	70115	504-827-8307	stefan.marks@veoliatransdev.com		1		1		1		1	1	How feasible is signal priority for bus - if not feasible, then nearside stops with curb extensions are preferable and recommended. Bus shelters should be included in funded project at each stop. Concrete aprons are needed at bus stop locations.
4	Richard Mc Call	201 St. Charles, Ste 3912	NOLA	70170	504-620-9291	rmccall@downtownnola.com		1	Improved street scape, accessibility, & "complete streets"							Need to re-evaluate locations of curb extensions & pedestrian crosswalks in relation to transit, retail & primary pedestrian corridors.
5	Pauline Patterson Treo	4700 Palmyra St. 3835 Tulane Ave	NOLA	70119	504-650-9844	pauline.patterson@yahoo.com		1	Tulane needs this to recover & become miracle mile again.							Would like left turn onto S. Scott to remain; removing would negatively impact our new business at 3835 Tulane.
6	Stephen Patterson Treo	4700 Palmyra St. 3835 Tulane Ave	NOLA	70119	504-251-6620	stephan.patterson@yahoo.com		1	Best chance in a generation for Tulane to make a recovery; corridor improvements will cement this.							Would like left turn onto S. Scott to remain; removing would negatively impact our new business at 3835 Tulane.
7	Mickey Weiser	3939 Tulane Ave.	NOLA	70119	504-586-4705	mickeyw@weisersecurity.com	1		If no-build, my 2nd alt. is to retain as many parking spaces in front of my building as possible.					1		Parking is a major concern when I did a $2 million renovation on this building. Every space counts, leave as many spaces in front as possible.
Total							**1**	**5**		**1**	**0**	**1**	**0**	**2**	**1**	

Table 3 provides a summary of those comments that preferred the No-Build Alternative or Alternative 1, or had no preference. The No-Build Alternative was selected by 1 person, Alternative 1 was chosen by 5 people, and 1 commenter made no preference of alternative.

TABLE 3
SUMMARY OF ALTERNATIVE PREFERENCE

Alternative	No. of Comments	Percentage
No-Build Alternative	1	14.3%
Conceptual Alternative 1	5	71.4%
No Preference	1	14.3%
Total	**7**	**100%**

The primary issues or concerns expressed in the explanations given for each alternative preference are provided in **Table 4**.

TABLE 4
ISSUES OR CONCERNS THAT EXPLAIN ALTERNATIVE PREFERENCE

Issue/Concern	No-Build Alternative	Alternative 1
Overall improvement and recovery of the corridor		4
Retaining existing parking	1	

The comment form provided the opportunity to select between six potential categories of concerns that have been anticipated in relation to the project. Only two commenters made responses to these categories. The number of responses for each category of concern is presented below in **Table 5**.

TABLE 5
ADDITIONAL PROJECT CONCERNS

Concern	No. of Comments
Traffic Capacity	1
Construction Impacts	0
Access Issues	1
Noise Impacts	0
Parking	2
Other	1

Additional information on various concerns was provided by commenters, as displayed on the **Table 2 Comment Summary** shown above and in **Appendix D**. All of the seven commenters expanded upon their comment or concern, some of which offered specific suggestions in addition to the table of categories above. These additional concerns are described below:

- Intersections should have crosswalks on all 4 legs (marked & unmarked);
- Bus stops should be nearside with curb extensions to allow more on street parking;
- Provide space for shelters and adequate sidewalks;
- Deceleration lanes are atypical and inappropriate on New Orleans major streets;
- D'Hemecourt should be closed or modified at intersection with Tulane to allow for continuous sidewalk along Tulane;
- Median closure concept should be reconsidered. It is much safer to allow mid-block openings than to force U-turns at intersections;
- Signal priority for buses should be considered - if not feasible, than nearside stops with curb extensions are preferable and recommended;
- Bus shelters should be included in funding of the project at each stop and concrete aprons are needed at bus stop locations;
- Confirm and if necessary re-evaluate locations of curb extensions and pedestrian crosswalks in relation to transit, retail, and primary pedestrian corridors in the project area;
- Retain the left turn onto S. Scott; removing could negatively impact access to a new business at 3835 Tulane (2 comments); and
- Retention of existing parking is a major concern for owners of a newly renovated building near S. Rendon.

Conclusion

Even though adequate notification tools were employed to provide information about the Public Hearing, the public representation by 23 attendees at the Public Hearing is considered to be low considering the population of the surrounding area and the potential economic impact of the project. The low attendance may be attributed to minimal impact of the proposed project or the lack of controversy surrounding the project. Consequently, comment response is also considered to be low with 7 citizens providing comments during the comment period. As shown in **Table 3** above, there was a 14.3 percent preference for the No-Build Alternative mainly because of the reduction of parking. Alternative 1 was preferred by approximately 71.4 percent with overall improvement given as the primary reasons for that preference. Approximately 14.3 percent expressed no preference for either the No-Build Alternative or the build alternative and provided no explanation.

In conclusion, the information derived from the Hearing indicates that the public considers the project to be important for revitalization of the corridor leading into downtown and prefers the minimum construction that Alternative 1 affords.

Appendix A: Public Hearing Notification

Public Hearing Legal Notice
Times Picayune Certification of Advertisement
RPC Website Notification
Letter to Elected Officials and Stakeholders
Elected Officials and Stakeholder List
Public Hearing Notice
Property Owner List

Appendix B: Sign-in Sheets

Public Attendees
Team Members

Appendix C: Hearing Displays, Graphics and Informational Material

Hearing Announcement Sign
Welcome Sign
Display Area Sign
Proposed Purpose and Need Board
Comment Table Sign
Thanks for Coming Sign
Next Steps Sign
Typical Sections Board
Impacts Summary Table
Alternative 1 Conceptual Layout
Comment Form
Public Hearing Handout
Public Hearing Presentation
Public Hearing Presentation Script

Appendix D: Comments

Agency Correspondence
Table 2 - Comment Summary
Comment Forms

Appendix A

Public Meeting Notification

Public Meeting Notice
US 61 (Tulane Avenue) Corridor Improvements

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation and Development will conduct a Public Hearing to discuss proposed corridor improvements of US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue.

The public hearing will be Tuesday, January 14, 2014 from 4:00 to 7:00 p.m. at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans, Louisiana.

This “open house” style hearing, with no formal presentation, allows citizens to view exhibits, ask questions, and offer comments anytime during the scheduled hours.

For information or assistance due to a disability for participation in this public meeting, please contact Christi Wilson, URS Corporation, at 504-218-0880 or Christi.Wilson@urs.com.

NO IMAGE

E-MAIL FRIEND

SAVE LISTING

Public Meeting Notice US 61 (Tulane Avenue) Corridor Improvements The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation and Development will conduct a Public Hearing to discuss proposed corridor improvements of US 61 (Tulane Avenue) from S. Carrollton Avenue east to S. Claiborne Avenue. The public hearing will be Tuesday, January 14, 2014 from 4:00 to 7:00 p.m. at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans, Louisiana. This "open house" style hearing, with no formal presentation, allows citizens to view exhibits, ask questions, and offer comments anytime during the scheduled hours. For information or assistance due to a disability for participation in this public meeting, please contact Christi Wilson, URS Corporation, at 504-218-0880 or Christi.Wilson@urs.com.

Notices and Announcements - Legal Notice

Published in *The Times-Picayune* 12/27. Updated 12/27.

REGIONAL PLANNING COMMISSION
FOR JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD
ST. TAMMANY AND TANGIPAHOA PARISHES
Serving the New Orleans Metropolitan Region

Regional Transportation Management Center
10 Veterans Memorial Blvd.
New Orleans - Louisiana 70124-1162
TEL (504) 483-8500 - FAX (504) 483-8526
rpc@norpc.org

Search ▸

Font size A- A+

FEATURED PROJECTS AND PLANS

Connecting People and Places - A New Orleans Metropolitan Area Guide to Transportation Planning 2013

ABOUT THE PLAN ▸

MTP for the New Orleans Urbanized Area Fiscal Years 2011-2040

ABOUT THE PLAN ▸

UPCOMING EVENTS

Regional Planning Commission Calendar

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes, is a 31 member board of local elected officials and citizen members, appointed to represent you on regional issues. This board is supported by a staff of 23 professionals with broad experience, and doctorates or masters degrees, in a variety of areas including urban and regional planning, community development, economics, engineering, government, history, law, landscape architecture, political science, sustainable development, transportation, geography and other disciplines.

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING

Notice is hereby given that the Regional Planning Commission (RPC) for the New Orleans metropolitan area and the Louisiana Department of Transportation and Development (LADOTD) are proposing re-construction and corridor improvements along US Highway 61 (Tulane Avenue) from S. Carrollton Avenue to S. Claiborne Avenue in Orleans Parish, New Orleans, Louisiana. The proposed Tulane Avenue corridor improvements will extend from S. Carrollton Avenue east to S. Claiborne Avenue, approximately between I-10 and the New Orleans Central Business District (CBD).
The purpose and need of the project includes:

- Encouraging transportation choice to promote transportation efficiency, optimum use of existing roadway space, and efficient mass transit in order to reduce capital investments, operating costs, congestion, and travel times, and to improve air quality and public health.
- A complete streets policy that mandates consideration of pedestrians and bicycles in every road project to ensure consideration of all travel modes.
- Advancing projects that enhance connectivity, reduce barriers, and improve attractiveness of neighborhoods, commercial sites and public spaces while addressing mobility.

A Draft Environmental Assessment under the National Environmental Policy Act (NEPA) of the economic, social, and environmental impacts of the proposed project has been prepared. Copies of the Draft Environmental Assessment are available for public examination at the Regional Transportation Management Center, 10 Veterans Boulevard, New Orleans, Louisiana 70124 and the Orleans Parish Main Library, 219 Loyola Ave, New Orleans, Louisiana, 70112.

Written comments on the information in the Draft Environmental Assessment may be made via our website or e-mailed to rpc@norpc.org or mailed to: Jeff Roesel, Deputy Director, Regional Planning Commission, 10 Veterans Boulevard, New Orleans, Louisiana 70124.

Be advised that all comments received including personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

A Public Hearing on the Draft Environmental Assessment will be held on January 14, 2014 from 4:00 p.m. to 7:00 p.m. Central Standard Time, in the RTA boardroom, located in the RTA Facility at 2817 Canal Street in New Orleans, Louisiana 70119.

Draft Environmental Assessment

Workshop: Designing Pedestrian Facilities for Accessibility

This one and half-day professional development workshop teaches participants how to apply the provisions of the Americans with Disabilities Act (ADA) to pedestrian facilities in the public right-of-way (PROW). Please follow the link above to find out more details and register for the workshop.

PUBLIC NOTICE

PUBLIC FORUMS TO BE HELD IN HAMMOND, PONCHATOULA

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, and Tangipahoa Parishes (RPC) is currently developing the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) for the urbanized area of Tangipahoa Parish. These corresponding planning documents help to prioritize transportation projects in the urbanized area. The MTP is the chief legal document reflecting the resources, fundamental planning process, selection of projects, and long-term transportation needs and goals for the next 30 years. The TIP details funding and programming for the first tier of the MTP federal fiscal years 2014 – 2017.

The RPC will be holding two Public Forums to provide information and receive comments on the MTP and TIP. Click here for details.

OFFICERS
DAVID PERALTA
Chairman
MITCHELL J. LANDRIEU
1st Vice Chairman
BILLY NUNGESSER
2nd Vice Chairman
PATRICIA BRISTER
Secretary
JOHN F. YOUNG
Treasurer
GORDON BURGESS

MEMBERSHIP
JEFFERSON PARISH
JOHN F. YOUNG, JR.
Parish President
Chris Roberts
Councilmember-at-Large
VINNY MOSCA
Mayor, City of Harahan
LEE GIORGIO
JOHN F. STUMPF, JR.

ORLEANS PARISH
MITCHELL J. LANDRIEU
Mayor, City of New Orleans
JACQUELYN BRECHTEL CLARKSON
Councilmember at Large
STACY HEAD
Councilmember at Large
RONALD CARRERE, JR.
JEFFREY SCHWARTZ

PLAQUEMINES PARISH
BILLY NUNGESSER
President, Plaquemines Parish Gov't.
BYRON MARINOVICH
Councilmember
KEITH HINKLEY
Councilmember
DARREN BARROIS, SR.
MIKE FORD

ST. BERNARD PARISH
DAVID PERALTA
Parish President
CASEY W. HUNNICUTT
Councilmember
RAY LAUGA
Councilmember
CHARLES H. PONSTEIN
DAVID MUNN

ST. TAMMANY PARISH
PATRICIA BRISTER
Parish President
STEVE STEFANCIK
Councilmember
R. REID FALCONER, AIA
Councilmember
RICHARD P. KELLEY
MAUREEN CLARY

TANGIPAHOA PARISH
GORDEN BURGESS
Parish President
MAYSON FOSTER
Mayor, City of Hammond
LIONEL WELLS
Council Chairman
DR. BONNIE LEWIS

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SHERRI LeBAS
Secretary

WALTER R. BROOKS
Executive Director, RPC

REGIONAL PLANNING COMMISSION

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY • TANGIPAHOA

December 13, 2013

Address Block

SUBJECT: Notice of Public Meeting
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with the Louisiana Department of Transportation will hold a Public Hearing to present the proposed improvement alternative for the US 61 (Tulane Avenue) corridor in Orleans Parish. The hearing will be held at 4:00 p.m. to 7:00 p.m., January 14, 2014 at the Regional Transit Authority Facility, 2nd Floor Board Room, 2817 Canal Street in New Orleans. This "open house" hearing is for interested citizens to view displays, ask questions, and offer comments about this proposed project.

You are invited and encouraged to attend this meeting concerning the project.

Sincerely,

Walter Brooks

Walter Brooks
Executive Director
Regional Planning Commission

TRANSPORTATION POLICY COMMITTEE (MPO) Full RPC Membership

IFTIKHAR AHMAD, *Director, Louis Armstrong N. O. Intl. Airport*
RYAN BROWN, *Director, Transit Administration, Jefferson Parish*
MIKE COOPER, *Mayor, City of Covington*
FREDDY DRENNAN, *Mayor, City of Slidell*
ROBERT ZABBIA, *Mayor, City of Pontchatoula*
LARRY RASE, *Greater N. O. Expwy. Comm.*
PAT GALLWEY, *Chief Operating Officer, Port of New Orleans*
CATHY F. GAUTREAUX, *Ex. Dir. Louisiana Motor Transport Assoc.*
SALVADOR LONGORIA, *Chairman, Regional Transit Authority*
JEFF DAVIS, *Gen. Manager, NO Public Belt RR*
NATALIE ROBOTTOM, *Parish President, St. John the Baptist*
V.J. ST. PIERRE, JR., *Parish President, St. Charles Parish*
DONALD VILLERE, *Mayor, City of Mandeville*

Telephone (504) 483-8500 *An Equal Opportunity Employer*
Fax (504) 483-8526
Email: rpc@norpc.org; Web Site: http://www.norpc.org

REGIONAL TRANSPORTATION MANAGEMENT CENTER
10 VETERANS MEMORIAL BOULEVARD • NEW ORLEANS, LOUISIANA • 70124-1162

Name	Company_Name	Address	City
MAYOR MITCH LANDRIEU	CITY OF NEW ORLEANS	1300 PERDIDO STREET ROOM 2E10, CITY HALL	NEW ORLEANS, LA 70112
Mr. CEDRIC GRANT	DEPT. OF FACILITIES, INFRASTRUCTURE, AND COMMUNITY DEVELOPMENT	1300 PERDIDO STREET	NEW ORLEANS, LA 70112
LT. COL JERRY SNEED, Deputy Mayor for Public Safety	N O OFFICE of HOMELAND SECURITY and EMERGENCY PREPAREDNESS	1300 PERDIDO STREET ROOM 9E06, CITY HALL	NEW ORLEANS, LA 70112
MS. YOLANDA RODRIGUEZ	CITY PLANNING COMMISSION	1300 PERDIDO STREET ROOM 7W03, CITY HALL	NEW ORLEANS, LA 70112
MR. MARK JERNIGAN	DEPT. OF PUBLIC WORKS, OFFICE OF DIRECTOR	1300 PERDIDO STREET ROOM 6W03, CITY HALL	NEW ORLEANS, LA 70112
MR. JOSEPH R. BECKER, GENERAL SUPERINTENDENT	SEWERAGE & WATER BOARD OF NEW ORLEANS	625 ST JOSEPH STREET ROOM 311	NEW ORLEANS, LA 70165
MR. BEN JOHNSON, PRES. & CEO	NEW ORLEANS CHAMBER OF COMMERCE	1515 POYDRAS STREET SUITE 1010	NEW ORLEANS, LA 70112
MR. JUSTIN T. AUGUSTINE	N O REGIONAL TRANSIT AUTHORITY, V. P. & GENERAL MANAGER	2817 CANAL STREET	NEW ORLEANS, LA 70119
MS. JACQUELYN CLARKSON	CITY OF NEW ORLEANS COUNCILMEMBER-AT-LARGE	1300 PERDIDO STREET ROOM 2W50	NEW ORLEANS, LA 70112
MS. LATOYA CANTRELL	CITY OF NEW ORLEANS COUNCILMEMBER	1300 PERDIDO STREET ROOM 2W10	NEW ORLEANS, LA 70112
MS. SUSAN GUIDRY	CITY OF NEW ORLEANS COUNCILMEMBER	1300 PERDIDO STREET ROOM 2W80	NEW ORLEANS, LA 70112
MR. KURT WEIGLE	DOWNTOWN DEVELOPMENT DISTRICT, EXECUTIVE DIRECTOR	201 ST. CHARLES AVE., Ste. 3912	NEW ORLEANS, LA 70170
MS. ANN MACDONALD	DEPT. OF PARKS AND PARKWAYS	2829 GENTILLY BOULEVARD	NEW ORLEANS, LA 70122
MR. MARLIN GUSSMAN	ORLEANS PARISH CRIMINAL SHERIFF	8195 BROAD STREET	NEW ORLEANS, LA 70119
MR. STAN SMITH, INTERIM SUPERINTENDENT	ORLEANS PARISH SCHOOL BOARD	3520 GENERAL DEGAULLE DRIVE SUITE 5055	NEW ORLEANS, LA 70114
PAT TRAINOR	ORLEANS PARISH FLOODPLAIN ADMINISTRATOR	1300 PERDIDO STREET ROOM 7E05, CITY HALL	NEW ORLEANS, LA 70112
HONORABLE WALTER “WALT” LEGER III	LA HOUSE OF REPRESENTATIVES (DISTRICT 91)	600 CARONDELET STREET 9TH FLOOR	NEW ORLEANS, LA 70130
HONORABLE HELENA MORENO	LA HOUSE OF REPRESENTATIVES (DISTRICT 93)	643 MAGAZINE STREET SUITE 302	NEW ORLEANS, LA 70130
HONORABLE JARED C. BROSSETT	LA HOUSE OF REPRESENTATIVES (DISTRICT 97)	6305 ELYSIAN FIELDS AVE SUITE 404	NEW ORLEANS, LA 70122
HONORABLE KAREN CARTER PETERSON	SENATE OF LOUISIANA (DISTRICT 5)	1010 COMMON STREET SUITE 2510	NEW ORLEANS, LA 70112
HONORABLE STEVE SCALISE	US HOUSE OF REPRESENTATIVES (DISTRICT 1)	110 VETERANS BLVD., SUITE 500	METAIRIE, LA 70005
HONORABLE CEDRIC RICHMOND	US HOUSE OF REPRESENTATIVES (DISTRICT 2)	2021 LAKESHORE DRIVE, SUITE 309	NEW ORLEANS, LA 70122
SENATOR MARY LANDRIEU	UNITED STATES SENATE	500 POYDRAS STREET, SUITE 1005	NEW ORLEANS, LA 70130
SENATOR DAVID VITTER	UNITED STATES SENATE	2800 VETERANS MEMORIAL BLVD., SUITE 201	METAIRIE, LA 70002
Mr. Ron Gardner, Vice Chancellor	LSU Health Sciences Center	433 Bolivar Street	New Orleans, LA 70112
Mr. James McNamara, Chairman	New Orleans Bioscience Economic Development Dist.	1527 Harmony Street	New Orleans, LA 70115
Mr. William Detwillier, Veterans Liason	VA Medical Center	321 Veterans Blvd., Suite 205	Metairie, LA 70005
Ms. Liz Failla	VA Medical Center	P. O. Box 61011	New Orleans, LA 70161
Mr. Donald Ours, CM	St. Joseph’s Church Pastor	1802 Tulane Avenue	New Orleans, LA 70112
Ms. Collette Creppell	Tulane University Director of Campus Planning	1315 Broadway Street	New Orleans, LA 70118
Ms. Abby Johnson	Unity of Greater New Orleans	2475 Canal Street, Suite 300	New Orleans, LA 70119
Ms. Adrian Rodriguez	LA Cancer Research Consortium Capitol Projects Manager	1615 Poydras St., Suite 1000	New Orleans, LA 70112
Ms. Jill Domingo	Joe’s Lawn Mower Shop Manager	2501 Tulane Avenue	New Orleans, LA 70119
Mr. Louis Costa	AECOM/GNOBEDD	1555 Poydras St., Suite 1860	New Orleans, LA 70112
Mr. Chris Papamichael	Domain Companies	900 South Peters St., Loft 1	New Orleans, LA 70130
Mr. Tom Rish	UMC	433 Boliver Street	New Orleans, LA 70112
Ms. Jennifer Farwell	Mid-City Neighborhood Association	P. O. Box 791023	New Orleans, LA 70179
Ms.Janice Abadie		2813 Canal Street	New Orleans, LA 70119
Lee Farmer	AECOM	1555 Poydras St.	New Orleans, LA 70112
Miles Trapolin	MCNO	218 S. Jeff Davis	New Orleans, LA 70119
Bonnie Garrigan	MCNO	525 S. Pierce St.	New Orleans, LA 70119
Ninelle Barrios	NORTA	837 S. Carrollton Ave.	New Orleans, LA 70118

Steven Delery		7831 Scottwood Drive	New Orleans, LA 70128
Mary Jane Parker		220 S. Gayso St.	New Orleans, LA 70119
Greg Lambert & Emma Guillory		516 S. Rendon St.	New Orleans, LA 70119
Stephen Crim	TFNOLA	704 St. Peter St. Apt. I	New Orleans, LA 70116
Rachel Heiligman	TFNOLA	945 Kerlesec St.	New Orleans, LA 70116
Mickey Weiser		P. O. Box 51720	New Orleans, LA 70151
Jack Duffard	Broad Glass	3525 Tulane Ave.	New Orleans, LA 70119
Max Nasser	AECOM	1555 Poydras Street	New Orleans, LA 70112
Pratt Landry		3303 Tulane Avenue	New Orleans, LA 70119
Nicki Faust		3938 Bienville St.	New Orleans, LA 70119
Jeff Karlson		704 Piety	New Orleans, LA 70117
Justin Pitard		2510 Tulane Avenue	New Orleans, LA 70119

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd, Suite 900
Metairie, Louisiana 70002

Public Meeting Notice

The New Orleans Regional Planning Commission, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment for the improvement of the US 61 (Tulane Avenue) corridor. The proposed Tulane Avenue corridor improvements span from S. Carrollton Avenue east to S. Claiborne Avenue, a distance of 1.93 miles. The US 61/Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The overall goal of this project is corridor improvements that support future traffic demand and adjacent land use while enhancing pedestrian and transit system operations. A public hearing will be held at the following location and time to provide citizens an opportunity to view the Draft Environmental Assessment and ask questions of the project team:

January 14, 2014
4:00 – 7:00 PM

Regional Transit Authority Facility
Board Room, 2nd Floor
2817 Canal Street
New Orleans, Louisiana 70119

A copy of the Draft Environmental Assessment is available at the Orleans Parish Main Library. An electronic copy can also be viewed at the New Orleans Regional Planning Commission and Louisiana Department of Transportation websites.

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

Property Owner	1 WILCOX BLVD	HARAHAN	LA	70123
Property Owner	100 CONTI ST	NEW ORLEANS	LA	70130
Property Owner	1000 TCHOUPITOULAS ST	NEW ORLEANS	LA	70130
Property Owner	1001 ORLEANS AV	NEW ORLEANS	LA	70116
Property Owner	1004 N HIGHLAND AV	MURFREESBORO	TN	37130
Property Owner	102 GARDEN CIRCLE #3	BRANSON	MO	65616
Property Owner	1025 BIENVILLE ST STE 5	NEW ORLEANS	LA	70112
Property Owner	1057 LAKESHORE BLVD	SLIDELL	LA	70461
Property Owner	11 FARNHAM PLACE	METAIRIE	LA	70005
Property Owner	11 PARK PLACE SUITE 1705	NEW YORK	NY	10007
Property Owner	1101 ELMEER AVE	METAIRIE	LA	70005
Property Owner	1105 TRUDEAU ST	METAIRIE	LA	70003
Property Owner	112 LAKE LYNN DR	HARVEY	LA	70058
Property Owner	113 LAKE RIDGE DR	LA PLACE	LA	70068
Property Owner	1141 ORION AVENUE	METAIRIE	LA	70005
Property Owner	116 AYSHIRE CT	SLIDELL	LA	70461
Property Owner	12 MEADOWBROOK RD	FAIRFIELD	CT	06824
Property Owner	1201 CANAL ST 565	NEW ORLEANS	LA	70119
Property Owner	1225 BONNABEL DR.	METAIRIE	LA	70005
Property Owner	12331 CARMEL PLACE	NEW ORLEANS	LA	70128
Property Owner	1250 E MISSOURI AVE	PHOENIX	AZ	85014
Property Owner	12543 HEURICH RD	SILVER SPRING	MD	20902
Property Owner	12597 BAYOU FORDOCHE ROAD	MORGANZA	LA	70759
Property Owner	12653 CONCHO DRIVE	FRISCO	TX	75034
Property Owner	127 CAMP ST	NEW ORLEANS	LA	70130
Property Owner	1300 PERDIDO ST	NEW ORLEANS	LA	70112
Property Owner	1337 SPAIN ST	NEW ORLEANS	LA	70117
Property Owner	1340 POYDRAS ST STE 600	NEW ORLEANS	LA	70112
Property Owner	1400 HURON AVENUE	METAIRIE	LA	70005
Property Owner	1432 BRETT PLACE#74	SAN PEDRO	CA	90732
Property Owner	1435 N JOHNSON ST	NEW ORLEANS	LA	70116
Property Owner	147 CARONDELET ST STE 1123	NEW ORLEANS	LA	70130
Property Owner	147 CARONDELET ST SUITE 1137	NEW ORLEANS	LA	70130
Property Owner	14833 SPRING CREEK RD APT 133	DALLAS	TX	75248
Property Owner	160 BIGNER ROAD	MANDEVILLE	LA	70448
Property Owner	1600 ENGLISH COLONY DR	LA PLACE	LA	70068
Property Owner	1607 CHARLTON DRIVE	NEW ORLEANS	LA	70122
Property Owner	1618 NEW YORK ST	NEW ORLEANS	LA	70122
Property Owner	162 BEVERLY DRIVE	METAIRIE	LA	70001
Property Owner	1660 DUKE ST	ALEXANDRIA	VA	22314
Property Owner	1707 AGRICULTURE STREET	NEW ORLEANS	LA	70119
Property Owner	1712 PAUGER ST	NEW ORLEANS	LA	70116
Property Owner	1722 LARK ST	NEW ORLEANS	LA	70122
Property Owner	1759 N DORGENOIS	NEW ORLEANS	LA	70119
Property Owner	18 SNIPE ST	NEW ORLEANS	LA	70124
Property Owner	1809 STALL DR.	HARVEY	LA	70058
Property Owner	1812 CARNATION	METAIRIE	LA	70001

Property Owner	1832 FELICITY ST	NEW ORLEANS	LA	70112
Property Owner	1904 EDGEMORE DR.	SLIDELL	LA	70461
Property Owner	1934 INDIANA ST.	KENNER	LA	70062
Property Owner	1934 SNOWBIRD DRIVE	HARVEY	LA	70056
Property Owner	200 CYPRESS GROVE CT #78	NEW ORLEANS	LA	70131
Property Owner	200 FIFTH ST	CHALMETTE	LA	70043
Property Owner	2001 BEHRMAN AV	NEW ORLEANS	LA	70114
Property Owner	204 BART STREET	BOURG	LA	70343
Property Owner	20938 YOUNG MEADOWS WAY	KATY	TX	77449
Property Owner	2104 TULANE AVE	NEW ORLEANS	LA	70112
Property Owner	2105 RUE SIMONE	HAMMOND	LA	70403
Property Owner	2117 EDENBORN AV.	METAIRIE	LA	70001
Property Owner	2132 TULANE AVE	NEW ORLEANS	LA	70112
Property Owner	215 AVENUE E	METAIRIE	LA	70005
Property Owner	2206 ESPLANADE AVE	NEW ORLEANS	LA	70119
Property Owner	2224 PRAIRIE CT.	MANDEVILLE	LA	70448
Property Owner	224 S CLARK ST	NEW ORLEANS	LA	70119
Property Owner	227 SANDY SPRINGS PL # D171	ATLANTA	GA	30328
Property Owner	2320 TULANE AV	NEW ORLEANS	LA	70119
Property Owner	2325 GRAVIER STREET	NEW ORLEANS	LA	70119
Property Owner	239 S JEFFERSON DAVIS PKWY	NEW ORLEANS	LA	70119
Property Owner	24 TENNYSON PLACE	NEW ORLEANS	LA	70131
Property Owner	2404 IDAHO AV	KENNER	LA	70062
Property Owner	2414 BAYOU DAIBONNE DR	WEST MONROE	LA	71291
Property Owner	2424 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	2426 BRADDISH	NEW ORLEANS	LA	70119
Property Owner	244 RUE JONATHAN	SLIDELL	LA	70461
Property Owner	2478 LAKE OAKS PARKWAY	NEW ORLEANS	LA	70122
Property Owner	2500 WISCONSIN AVE NW #112	WASHINGTON	DC	20007
Property Owner	2501 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	2517 GRAVIER STREET	NEW ORLEANS	LA	70119
Property Owner	2518 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	2523 GRAVIER ST	NEW ORLEANS	LA	70119
Property Owner	2527 GRAVIER STREET	NEW ORLEANS	LA	70119
Property Owner	2553 ORLEANS AVE	NEW ORLEANS	LA	70119
Property Owner	2573 EASTVIEW DRIVE	HARVEY	LA	70058
Property Owner	2601 LAPAGE ST	NEW ORLEANS	LA	70119
Property Owner	2601 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	2614 TULANE AV	NEW ORLEANS	LA	70119
Property Owner	2626 BANKS STREET	NEW ORLEANS	LA	70119
Property Owner	2626 N ARNOULT RD STE 130	METAIRIE	LA	70002
Property Owner	2630 BANKS STREET	NEW ORLEANS	LA	70119
Property Owner	2646 BANKS STREET	NEW ORLEANS	LA	70119
Property Owner	2648 BANKS ST	NEW ORLEANS	LA	70119
Property Owner	2718 CLEVELAND AV	NEW ORLEANS	LA	70119
Property Owner	2722 BANKS ST	NEW ORLEANS	LA	70119
Property Owner	2730 BANKS ST	NEW ORLEANS	LA	70119

Property Owner	2735 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	2763 IBERVILLE ST	NEW ORLEANS	LA	70119
Property Owner	28 ALLARD BLVD.	NEW ORLEANS	LA	70119
Property Owner	2800 GRAVIER ST	NEW ORLEANS	LA	70119
Property Owner	2802 BANKS STREET	NEW ORLEANS	LA	70119
Property Owner	2808 BANKS STREET	NEW ORLEANS	LA	70119
Property Owner	2814 BANKS ST	NEW ORLEANS	LA	70119
Property Owner	2815 D'ABADIE ST	NEW ORLEANS	LA	70119
Property Owner	2836 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	2919 JOLIET ST	NEW ORLEANS	LA	70118
Property Owner	2920 FOREST LANE APT. 203	DALLAS	TX	75234
Property Owner	2942 MEMORIAL PARK DRIVE	NEW ORLEANS	LA	70114
Property Owner	3012 HOUMA BLVD. APT. D	METAIRIE	LA	70006
Property Owner	3014 BAUDIN STREET	NEW ORLEANS	LA	70119
Property Owner	3028 BAUDIN STREET	NEW ORLEANS	LA	70119
Property Owner	3031 BAUDIN STREET	NEW ORLEANS	LA	70119
Property Owner	3053 GRAND RTE. ST. JOHN	NEW ORLEANS	LA	70119
Property Owner	310 W. MAIN ST	RISING SUN	MD	21911
Property Owner	3109 BAUDIN ST	NEW ORLEANS	LA	70119
Property Owner	3109 GRAVIER ST	NEW ORLEANS	LA	70119
Property Owner	3115 GRAVIER STREET	NEW ORLEANS	LA	70119
Property Owner	314 BETZ AVE	NEW ORLEANS	LA	70121
Property Owner	3187 STEINWAY ST	ASTORIA	NY	11103
Property Owner	320 N CARROLLTON AVE STE 200	NEW ORLEANS	LA	70119
Property Owner	3212 BAUDIN STREET	NEW ORLEANS	LA	70119
Property Owner	3214 BANKS ST	NEW ORLEANS	LA	70119
Property Owner	3223 GRAVIER STREET	NEW ORLEANS	LA	70119
Property Owner	3224 N TURNBULL DR	METAIRIE	LA	70002
Property Owner	3225 GRAVIER ST	NEW ORLEANS	LA	70130
Property Owner	3229 D'HEMECOURT ST	NEW ORLEANS	LA	70119
Property Owner	3233 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	324 S RAMPART ST	NEW ORLEANS	LA	70112
Property Owner	3245 KENTUCKY AVE	KENNER	LA	70065
Property Owner	329 RIDGEWAY DR	METAIRIE	LA	70001
Property Owner	3315 GRAVIER ST	NEW ORLEANS	LA	70119
Property Owner	3320 BAUDIN ST	NEW ORLEANS	LA	70119
Property Owner	3324 BAUDIN ST	NEW ORLEANS	LA	70119
Property Owner	337 CARONDELET ST	NEW ORLEANS	LA	70130
Property Owner	3400 TULANE AVE SUITE 1000	NEW ORLEANS	LA	70119
Property Owner	3439 KENNONVIEW DR.	HOUSTON	TX	77068
Property Owner	3508 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3516 D HEMECOURT STREET.	NEW ORLEANS	LA	70119
Property Owner	3519 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3520 GEN DE GAULLE DR STE 5055	NEW ORLEANS	LA	70114
Property Owner	3521 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	3522 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3535 CANAL ST STE 100	NEW ORLEANS	LA	70119

Property Owner	3540 N LABARRE RD	METAIRIE	LA	70002
Property Owner	3610 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3615 D'HEMECOURT ST	NEW ORLEANS	LA	70119
Property Owner	365 ESCOBAR ST	FREMONT	CA	94539
Property Owner	3654 SOMERSET DR	NEW ORLEANS	LA	70131
Property Owner	3704 LAKE VILLA DR	METAIRIE	LA	70002
Property Owner	3720 D'HEMECOURT ST.	NEW ORLEANS	LA	70119
Property Owner	3801 ST CHARLES AV APT 300	NEW ORLEANS	LA	70115
Property Owner	3807 ULLOA STREET	NEW ORLEANS	LA	70119
Property Owner	3810 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	3810 W LAKESHORE DR	BATON ROUGE	LA	70808
Property Owner	3818 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	3822 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	3827 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3835 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3900 HAMILTON ST	NEW ORLEANS	LA	70118
Property Owner	3900 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	3901 JURGEN STREET	METAIRIE	LA	70002
Property Owner	3920 D'HEMECOURT ST	NEW ORLEANS	LA	70119
Property Owner	3925 IBERVILLE STREET	NEW ORLEANS	LA	70119
Property Owner	3956 S INWOOD AVE	NEW ORLEANS	LA	70131
Property Owner	40 MELROSE DR	MARRERO	LA	70072
Property Owner	400 BROADMORE SQ	ATLANTA	GA	30349
Property Owner	4000 DAVEY ST #307	NEW ORLEANS	LA	70122
Property Owner	4008 CLEARVIEW PKWY	METAIRIE	LA	70006
Property Owner	4021 TULANE AV	NEW ORLEANS	LA	70119
Property Owner	4025 TULANE AVE	NEW ORLEANS	LA	70119
Property Owner	4040 TULANE AV. SUITE 8000	NEW ORLEANS	LA	70119
Property Owner	4041 ULLOA ST	NEW ORLEANS	LA	70119
Property Owner	4043 ULLOA ST	NEW ORLEANS	LA	70119
Property Owner	405 S BROAD ST	NEW ORLEANS	LA	70119
Property Owner	4050 FRANKLIN AVE	NEW ORLEANS	LA	70122
Property Owner	408 SO DUPRE STREET	NEW ORLEANS	LA	70119
Property Owner	415 20TH STREET	NEW ORLEANS	LA	70124
Property Owner	415 TWENTIETH ST	NEW ORLEANS	LA	70124
Property Owner	416 METAIRIE LAWN	METAIRIE	LA	70001
Property Owner	417 S WHITE ST	NEW ORLEANS	LA	70119
Property Owner	419 SOUTH DUPRE STREET	NEW ORLEANS	LA	70119
Property Owner	420 S GAYOSO ST	NEW ORLEANS	LA	70119
Property Owner	422 S BROAD ST	NEW ORLEANS	LA	70119
Property Owner	4220 BEN MICHAEL DR.	MARRERO	LA	70072
Property Owner	423 SOUTH DUPRE STREET	NEW ORLEANS	LA	70119
Property Owner	427 S GAYOSO STREET	NEW ORLEANS	LA	70119
Property Owner	428 S GALVEZ ST	NEW ORLEANS	LA	70131
Property Owner	4303 S CARROLLTON AVE	NEW ORLEANS	LA	70119
Property Owner	4312 ORLEANS AVE	NEW ORLEANS	LA	70119
Property Owner	4316 SO CARROLLTON AVE	NEW ORLEANS	LA	70119

Property Owner	434 S LOPEZ ST	NEW ORLEANS	LA	70119
Property Owner	4344 EARHART BL STE E	NEW ORLEANS	LA	70125
Property Owner	436 SO GAYOSO STREET	NEW ORLEANS	LA	70119
Property Owner	44 PELHAM AVE	METAIRIE	LA	70005
Property Owner	4416 DREYFOUS AV	METAIRIE	LA	70002
Property Owner	4420 TRIESTE STREET	NEW ORLEANS	LA	70129
Property Owner	445 RUTHERFORD DRIVE	COVINGTON	LA	70433
Property Owner	4618 PALMYRA ST	NEW ORLEANS	LA	70119
Property Owner	4624 D'HEMECOURT ST	NEW ORLEANS	LA	70119
Property Owner	4681 HIGHWAY 39	BRAITHWAITE	LA	70040
Property Owner	4708 REBECCA BL.	KENNER	LA	70065
Property Owner	4714 SILVERBROOK WAY	BOWIE	MD	20720
Property Owner	4744 KAWANEE AV	METAIRIE	LA	70006
Property Owner	4745 AVRON BLVD	METAIRIE	LA	70006
Property Owner	49 QUEENS CT	CHALMETTE	LA	70043
Property Owner	4908 TOWNSEND ST	METAIRIE	LA	70006
Property Owner	4911 BERGERAC ST	NEW ORLEANS	LA	70129
Property Owner	50 WESTBANK EXPRESSWAY	GRETNA	LA	70053
Property Owner	500 S JEFFERSON DAVIS PKWY UNIT 2	NEW ORLEANS	LA	70119
Property Owner	500 S JEFFERSON DAVIS PKWY UNIT 6	NEW ORLEANS	LA	70119
Property Owner	500 S JEFFERSON DAVIS PKWY UNIT 7	NEW ORLEANS	LA	70119
Property Owner	500 SO GAYOSO ST	NEW ORLEANS	LA	70119
Property Owner	501 S RENDON ST	NEW ORLEANS	LA	70119
Property Owner	5028 LAUREL STREET	NEW ORLEANS	LA	70115
Property Owner	504 S RENDON ST	NEW ORLEANS	LA	70119
Property Owner	508 SOUTH RENDON STREET	NEW ORLEANS	LA	70119
Property Owner	509 S DUPRE ST	NEW ORLEANS	LA	70119
Property Owner	5101 PARIS AVENUE	NEW ORLEANS	LA	70122
Property Owner	511 GRAVIER STREET SUITE-100	NEW ORLEANS	LA	70130
Property Owner	515 S GAYOSO ST	NEW ORLEANS	LA	70119
Property Owner	516 JEFF DAVIS AVE	WAVELAND	MS	39576
Property Owner	517 S RENDON ST	NEW ORLEANS	LA	70119
Property Owner	5196 BASINVIEW DR.	NEW ORLEANS	LA	70126
Property Owner	520 S.TONTI STREET	NEW ORLEANS	LA	70119
Property Owner	527 SO RENDON STREET	NEW ORLEANS	LA	70119
Property Owner	528 S BROAD ST	NEW ORLEANS	LA	70119
Property Owner	529 MELODY DR	METAIRIE	LA	70001
Property Owner	530 SOUTH ROCHEBLAVE STREET	NEW ORLEANS	LA	70119
Property Owner	5308 13TH AVE SUITE 133	BROOKLYN	NY	11219
Property Owner	531 LAKE AVE	METAIRIE	LA	70005
Property Owner	531 SOUTH LOPEZ STREET	NEW ORLEANS	LA	70119
Property Owner	532 S DORGENOIS ST	NEW ORLEANS	LA	70119
Property Owner	536 SOUTH MIRO STREET	NEW ORLEANS	LA	70119
Property Owner	537 SOUTH GENOIS STREET	NEW ORLEANS	LA	70119
Property Owner	538 HAGAN AV.	NEW ORLEANS	LA	70119
Property Owner	540 JEFFERSON AVE	ELIZABETH	NJ	07201
Property Owner	540 S BROAD ST STE C	NEW ORLEANS	LA	70119

Property Owner	5470 STILLWATER	NEW ORLEANS	LA	70128
Property Owner	5505 S CLAIBORNE AVE	NEW ORLEANS	LA	70125
Property Owner	5555 CANAL BL STE 2	NEW ORLEANS	LA	70124
Property Owner	5644 CHERLYN DRIVE	NEW ORLEANS	LA	70124
Property Owner	5668 ADA PL	NEW ORLEANS	LA	70124
Property Owner	580 JACK DRIVE	COVINGTON	LA	70433
Property Owner	5900 S. FRONT ST	NEW ORLEANS	LA	70115
Property Owner	5925 PERRIER ST	NEW ORLEANS	LA	70115
Property Owner	5949 GOODWOOD AVE	BATON ROUGE	LA	70806
Property Owner	5979 W FOREST ISLE #386	NEW ORLEANS	LA	70131
Property Owner	5986 CANAL BL	NEW ORLEANS	LA	70124
Property Owner	602 S.TELEMACHUS ST	NEW ORLEANS	LA	70125
Property Owner	605 S GENOIS ST	NEW ORLEANS	LA	70119
Property Owner	608 SOUTH CORTEZ STREET	NEW ORLEANS	LA	70119
Property Owner	6120 CLEARWATER DR	SLIDELL	LA	70460
Property Owner	6124 CAMP STREET	NEW ORLEANS	LA	70188
Property Owner	6134 BELLDIRIE DR	NEW ORLEANS	LA	70124
Property Owner	617 COLBERT ST	MANDEVILLE	LA	70470
Property Owner	618 MISSISSIPPI ST.	DONALDSONVILLE	LA	70346
Property Owner	618 SEVENTH ST.	NEW ORLEANS	LA	70115
Property Owner	621 MELODY DRIVE	METAIRIE	LA	70002
Property Owner	624 SO GAYOSO STREET	NEW ORLEANS	LA	70119
Property Owner	628 SO GAYOSO STREET	NEW ORLEANS	LA	70119
Property Owner	6315 LAUREL ST	NEW ORLEANS	LA	70118
Property Owner	634 S RENDON ST	NEW ORLEANS	LA	70119
Property Owner	6342 SHADOW RIDGE COURT	BRENTWOOD	TN	37027
Property Owner	636 HESPER AVE	METAIRIE	LA	70002
Property Owner	636 SO GAYOSO ST	NEW ORLEANS	LA	70119
Property Owner	636 SOUTH LOPEZ STREET	NEW ORLEANS	LA	70119
Property Owner	637 SO SCOTT STREET	NEW ORLEANS	LA	70119
Property Owner	639 N DUPRE STREET	NEW ORLEANS	LA	70150
Property Owner	640 S RENDON ST	NEW ORLEANS	LA	70119
Property Owner	641 S SALCEDO STREET	NEW ORLEANS	LA	70119
Property Owner	641 S. LOPEZ ST.	NEW ORLEANS	LA	70119
Property Owner	644 SOUTH RENDON STREET	NEW ORLEANS	LA	70119
Property Owner	646 S GAYOSO ST	NEW ORLEANS	LA	70119
Property Owner	647 SO DUPRE STREET	NEW ORLEANS	LA	70119
Property Owner	6534 PONTCHARTRAIN BLVD	NEW ORLEANS	LA	70124
Property Owner	654 S GAYOSO ST	NEW ORLEANS	LA	70119
Property Owner	655 SOUTH GAYOSO STREET	NEW ORLEANS	LA	70119
Property Owner	6570 LOUIS XIV ST	NEW ORLEANS	LA	70124
Property Owner	6810 ROUGBY COURT	NEW ORLEANS	LA	70126
Property Owner	6941 LAKE WILLOW DRIVE	NEW ORLEANS	LA	70126
Property Owner	705 LANG STREET	NEW ORLEANS	LA	70131
Property Owner	7102 BUNDY RD	NEW ORLEANS	LA	70127
Property Owner	725 SO GENOIS STREET	NEW ORLEANS	LA	70119
Property Owner	732 S SALCEDO ST	NEW ORLEANS	LA	70119

Property Owner	738 SO JEFFERSON DAVIS PKWY	NEW ORLEANS	LA	70119
Property Owner	751 S GENOIS ST	NEW ORLEANS	LA	70119
Property Owner	7580 BRANCH DR	NEW ORLEANS	LA	70128
Property Owner	7608 VANDERKLOOT AVE	NEW ORLEANS	LA	70127
Property Owner	7672 FORUM BLVD	NEW ORLEANS	LA	70128
Property Owner	7716 ST CHARLES AVE	NEW ORLEANS	LA	70117
Property Owner	77505 WILLIE DR	GROSSE TETE	LA	70740
Property Owner	7808 PEARL ST	NEW ORLEANS	LA	70118
Property Owner	7820 MAPLE ST	NEW ORLEANS	LA	70118
Property Owner	8006 NELSON STREET	NEW ORLEANS	LA	70125
Property Owner	806 KATHY ST	GRETNA	LA	70056
Property Owner	825 MC CRUICE STREET	MANDEVILLE	LA	70448
Property Owner	8300 DOUGLAS AV SUITE 750	DALLAS	TX	75225
Property Owner	8415 BELFAST ST.	NEW ORLEANS	LA	70118
Property Owner	8428 OLEANDER ST	NEW ORLEANS	LA	70118
Property Owner	85 CHATEAU MOUTON DR	KENNER	LA	70065
Property Owner	850 EDWARDS AVE	HARAHAN	LA	70123
Property Owner	8518 OAK ST	NEW ORLEANS	LA	70118
Property Owner	8518 ZIMPEL ST.	NEW ORLEANS	LA	70118
Property Owner	90 NATCHEZ TRACE DR	HARVEY	LA	70058
Property Owner	922 HARDING DR	NEW ORLEANS	LA	70119
Property Owner	926 N. SALCEDO STREET	NEW ORLEANS	LA	70119
Property Owner	927 BORDEAUX ST	NEW ORLEANS	LA	70115
Property Owner	930 POYDRAS ST #1919	NEW ORLEANS	LA	70112
Property Owner	933 WILSON DR	NEW ORLEANS	LA	70119
Property Owner	9461 SOUTH VILLA ISLE DR	VILLA PARK	CA	92861
Property Owner	949 KINGSWAY DR W	GRETNA	LA	70056
Property Owner	9601 SOUTHERNVIEW DR	OKLAHOMA CITY	OK	73165
Property Owner	9820 ELM PLACE	RIVER RIDGE	LA	70123
Property Owner	2304 DIVISION ST	METAIRIE	LA	70001
Property Owner	1010 COMMON ST STE 1800	NEW ORLEANS	LA	70112
Property Owner	II #11 FARNHAM PLACE	METAIRIE	LA	70005
Property Owner	1505 N 19TH STREET	MONROE	LA	71207
Property Owner	2932 PALM VISTA DR	KENNER	LA	70065
Property Owner	4152 CANAL ST	NEW ORLEANS	LA	70119
Property Owner	201 ST CHARLES AVE 49TH FLOOR	NEW ORLEANS	LA	70170
Property Owner	PO BOX 13203	NEW ORLEANS	LA	70185
Property Owner	1220 HARMONY ST	NEW ORLEANS	LA	70115
Property Owner	212 VETERANS MEM. BLVD. #100	METAIRIE	LA	70005
Property Owner	720 GRAND DR	METAIRIE	LA	70003
Property Owner	212 VETERANS BL	METAIRIE	LA	70005
Property Owner	3615 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	5109 DOUGLASS STREET	NEW ORLEANS	LA	70117
Property Owner	1615 POYDRAS STREET STE-1280	NEW ORLEANS	LA	70112
Property Owner	215 AVE E	METAIRIE	LA	70005
Property Owner	3315 GRAVIER STREET	NEW ORLEANS	LA	70119
Property Owner	3823 ULLOA STREET	NEW ORLEANS	LA	70119

Property Owner	412 SO DUPRE STREET	NEW ORLEANS	LA	70119
Property Owner	423 SO WHITE STREET	NEW ORLEANS	LA	70119
Property Owner	4812 TOBY LANE	METAIRIE	LA	70003
Property Owner	531 SOUTH LOPEZ STREET	NEW ORLEANS	LA	70119
Property Owner	543 SO TONTI STREET	NEW ORLEANS	LA	70119
Property Owner	5925 PERRIER ST.	NEW ORLEANS	LA	70115
Property Owner	730 RUE MARSEILLE	MANDEVILLE	LA	70471
Property Owner	301 BROCKEN BRAUGH CT	METAIRIE	LA	70005
Property Owner	6965 COLBERT ST.	NEW ORLEANS	LA	70124
Property Owner	235 S GENOIS ST	NEW ORELANS	LA	70119
Property Owner	411 S DUPRE ST B""	NEW ORLEANS	LA	70119
Property Owner	4995 REYNOLDS LANE	BIRMINGHAM	AL	35242
Property Owner	640 S GAYOSO STREET	NEW ORLEANS	LA	70119
Property Owner	P O BOX 19902	NEW ORLEANS	LA	70179
Property Owner	1220 E.50TH STREET	CHICAGO	IL	60615
Property Owner	4022 BUICK STREET	NEW ORLEANS	LA	70126
Property Owner	5001 LAPALCO BLVD.	MARRERO	LA	70072
Property Owner	604 SOUTH TELEMACHUS STREET	NEW ORLEANS	LA	70119
Property Owner	3615 D'HEMECOURT STREET	NEW ORLEANS	LA	70119
Property Owner	P O BOX 1585	MARRERO	LA	70073
Property Owner	P O BOX 1637	KENNER	LA	70063
Property Owner	P O BOX 189	KENNER	LA	70062
Property Owner	P O BOX 19996	NEW ORLEANS	LA	70179
Property Owner	P O BOX 24359	NEW ORLEANS	LA	70184
Property Owner	P O BOX 30492	NEW ORLEANS	LA	70190
Property Owner	P O BOX 368	SORRENTO	LA	70778
Property Owner	P O BOX 44323 CAPITAL STATION	BATON ROUGE	LA	70804
Property Owner	P O BOX 50368	NEW ORLEANS	LA	70150
Property Owner	P O BOX 515	BOUTTE	LA	70039
Property Owner	P O BOX 56028	METAIRIE	LA	70055
Property Owner	P O BOX 6125	METAIRIE	LA	70009
Property Owner	P O BOX 61262	NEW ORLEANS	LA	70161
Property Owner	P O BOX 7023	METAIRIE	LA	70010
Property Owner	P O BOX 70348	NEW ORLEANS	LA	70172
Property Owner	P O BOX 750556	NEW ORLEANS	LA	70175
Property Owner	P O BOX 759	AMITE	LA	70422
Property Owner	P O BOX 791169	NEW ORLEANS	LA	70179
Property Owner	P O BOX 911	WESTWEGO	LA	70093
Property Owner	P. O. BOX 6256	METAIRIE	LA	70009
Property Owner	P. O. BOX 1206	SLIDELL	LA	70459
Property Owner	P. O. BOX 19996	NEW ORLEANS	LA	70179
Property Owner	P. O. BOX 30285	NEW ORLEANS	LA	70190
Property Owner	P.O BOX 50255	NEW ORLEANS	LA	70150
Property Owner	P.O. BOX 368	SORRENTO	LA	70778
Property Owner	P.O. BOX 10806	NEW ORLEANS	LA	70181
Property Owner	P.O. BOX 13133	NEW ORLEANS	LA	70185
Property Owner	P.O. BOX 156	KENNER	LA	70063

Property Owner	P.O. BOX 189	KENNER	LA	70063
Property Owner	P.O. BOX 19740	NEW ORLEANS	LA	70179
Property Owner	P.O. BOX 2625	KENNER	LA	70063
Property Owner	P.O. BOX 50255	NEW ORLEANS	LA	70150
Property Owner	P.O. BOX 53287	NEW ORLEANS	LA	70153
Property Owner	P.O. BOX 642018	KENNER	LA	70064
Property Owner	P.O. BOX 70348	NEW ORLEANS	LA	70172
Property Owner	P.O. BOX 8550	METAIRIE	LA	70011
Property Owner	P. O. BOX 4143	SLIDELL	LA	70459
Property Owner	P. O. BOX 24147	NEW ORLEANS	LA	70184
Property Owner	P. O. BOX 53287	NEW ORLEANS	LA	70153
Property Owner	1950 GLENWOOD DRIVE	MARRERO	LA	70072
Property Owner	4420 TRIESTE ST	NEW ORLEANS	LA	70129
Property Owner	3826 GILBERT AVE	DALLAS	TX	75219
Property Owner	433 BOLIVAR STREET	NEW ORLEANS	LA	70112
Property Owner	2018 PRYTANIA STREET	NEW ORLEANS	LA	70130

Appendix B

Sign-in Sheets

Team Members Sign-In Sheet
Public Hearing
January 14, 2014, 4:00 P.M.
Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
Tom Hunter	Metairie Office	URS Corp.
Christi Wilson	metairie office	URS Corp
Jon Mathies	"	"
Ronald Schumann	Metairie Office	URS Corp.
Randy Gros	Metairie Office	"
John King	10 Veterans, NOLA 70124	RPC
[redacted]		
D. Sazani	Saint Ann	URS Tech
Jeff Roesel	10 Vets NOLA 70124	RPC

Sign-In Sheet
Public Hearing
January 14, 2014, 4:00 P.M.

Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
ROUX MERLO	751 S. GENOIS ST., NO. LA 70119 MIDCITYROUX@AOL.COM	MID-CITY NEIGHBORHOOD ASSOCIATION.
EMILE BOURGEOIS	PO BOX 61000 NO LA 70161	ENTERGY
Pauline Patterson	Trèo on Tulane 3835 Tulane paulinepatterson@ymail.com	
MIKE STIBBING	3734 TULANE AVE. N.O. LA. 70161	
O. Mirabal	3802 D'Hemecal.	Prop owner
Louis Haywood	939 N Rendon	Dept of Public Works.
Jeff Karlson	322 S. Gayoso	self
martha & Allen Borne	7716 St Charles Ave NO	Security Development
Josef Wright	4809 Iberville St NOLA 70119	mid City Bus. Assoc.
Stefan Marks		RTA
RICHARD MCCALL		DOTD
PEDRO ANTUNS		

Sign-In Sheet
Public Hearing
January 14, 2014, 4:00 P.M.

Stage 1 – Environmental Assessment
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Name	Address	Affiliation
Bertrand Washington		
Mitchell Guidry	RTA 2817 Canal Street	
Frances Bowie	RTA " "	
Sandra Nix	512 S. Salcedo	
Jay Nix	512 S. Salcedo	
Jewel Carney	2518 Tulane Ave	
Lenard A Carey	2518 Tulane Ave.	
Stephen Patterson	4800 Palmyra St	
Justin Pitard	2510 Tulane Ave.	
Mickey Celestine	3939 Tulane Ave.	

Appendix C

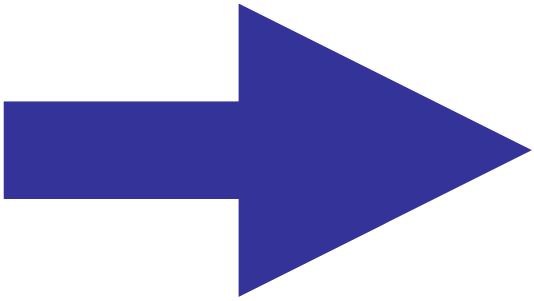
Meeting Displays, Graphics and Informational Material

Public Hearing Tonight

4:00 to 7:00 PM

Welcome

Please sign-in and proceed to the display area.



Project team members are wearing badges and are available to answer questions.

Comments will be accepted during this Public Hearing at the comment table. Comments may also be submitted by mail to the Team Office Location or via email at: **Christi.Wilson@urs.com**

Comments received from January 14 through January 29, 2014 will become part of the public record for this project.

Thank you for your cooperation.

Display Area

Informational boards depicting the proposed corridor improvements, potential typical section, and next steps are on display.

Project team members are wearing badges and are available to answer questions.

Please provide your written or recorded comments at the Comment Table. Written comments received through January 29, 2014 will become part of the official public record for this project.

Thank you for your cooperation.

Proposed Purpose and Need

- **Improve System Linkage and Mobility** by improving a vital link to existing and proposed major medical facilities and the central business district as well as enhancing mobility for all modes of transportation.

- **Improve Safety** for vehicular traffic, pedestrians, and bicyclists by decreasing the capacity of the road and widening the median, adding left turn lanes, and adding bike lanes.

- **Improve Operational Deficiencies** by adding exclusive left turn lanes, reconfiguring intersections, and consolidate driveways.

- **Improve Modal Relationships** by adding dedicated bike lanes, consolidate bus stops, and provide far-side bus stops at signalized intersections.

Comment Table

Your comments are very important.

Comment forms are available. Feel free to take extra copies for those who were unable to attend this hearing.

When complete, please deposit your form in the box on this table.

Comments will also be accepted by mail, email, or tape recorded at this Public Hearing. Contact information is on the form. Comments received through **January 29, 2014** will become part of the public record for this project.

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002
Phone: (504) 837-6326
Email: Christi.Wilson@urs.com

Thanks for Coming . . .

But, did you:

- Sign-in at the Sign-in Table and pick-up the handout?

- Complete and submit your comment form?

- Have all of your questions been answered to your satisfaction?

If so, thank you again. If not, please see a project team member wearing a badge. Thank you.

Next Steps

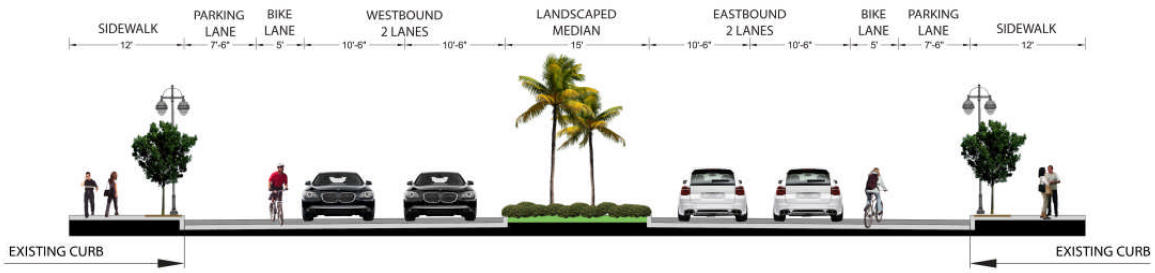
1. Summarize Public Hearing comments and prepare Public Hearing Transcript.

2. Based on public comments and results of the Draft Environmental Assessment, the RPC, LA DOTD and FHWA will select a Preferred Alternative.

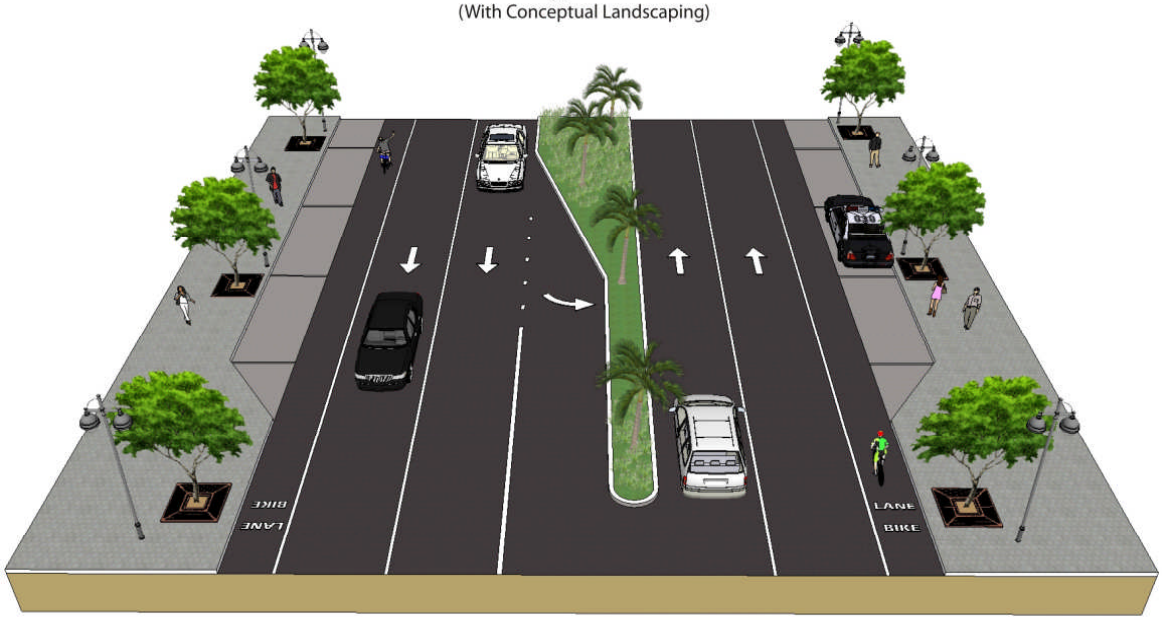
3. Prepare the Final Environmental Assessment.

Typical Sections

Alternative 1
Minimum Reconstruction Alternative Typical Section
(With Conceptual Landscaping)



US 61 (Tulane Aveune)
Reconstruction Typical Section 3-D View
(With Conceptual Landscaping)



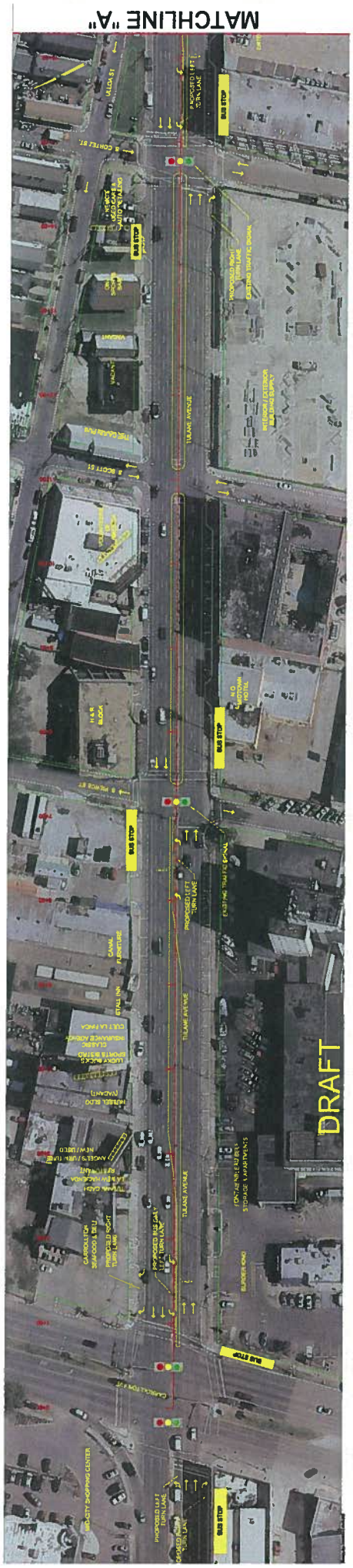
Impacts Summary

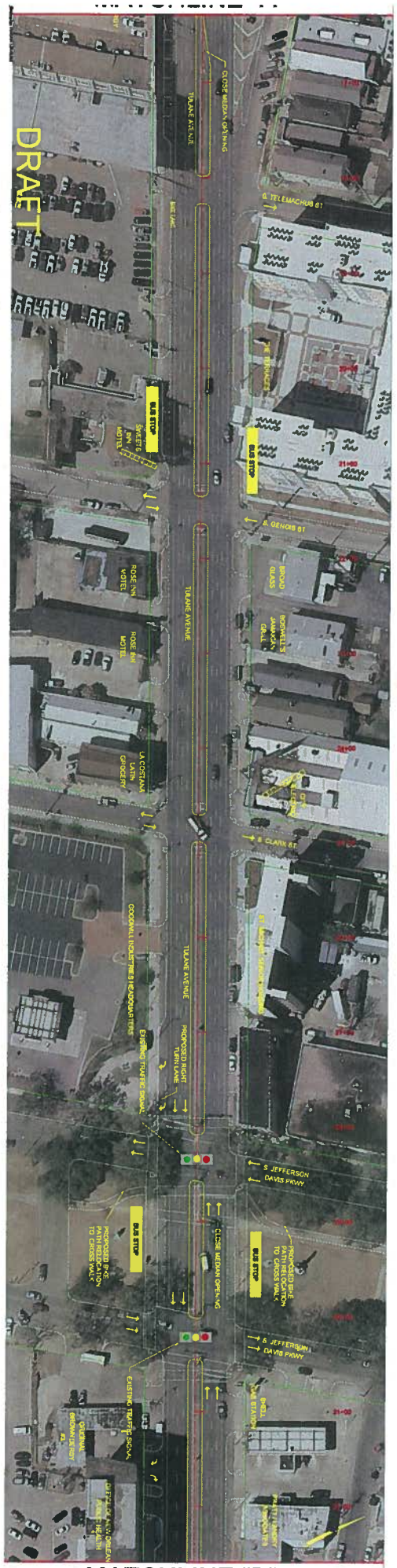
Summary of Project Features and Impacts

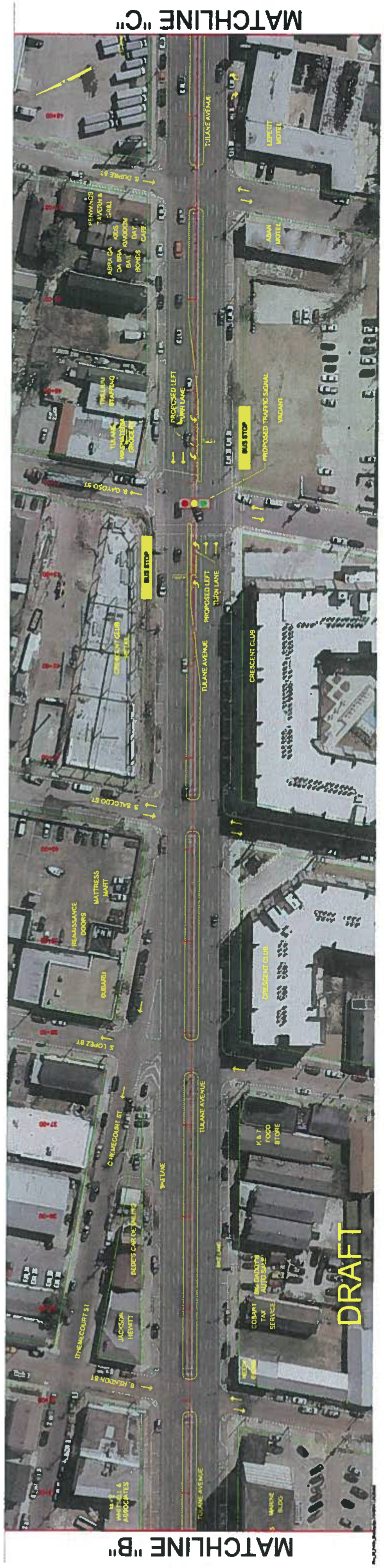
Evaluation Criteria	Unit	Alternatives	
		No-Build	1
Corridor Alignment and Right-of-way Considerations			
Required Right-of-way	acres	0	0
Constructability / Maintenance of Traffic (MOT) During Construction			
MOT on Tulane Avenue	Yes/No	N/A	Yes
MOT on Side Streets	Yes/No	N/A	Yes
Human Environment Considerations & Estimated Impacts			
Residential Structure Impacts	number	0	0
Commercial Structure Impacts	number	0	0
NRHP Eligible Standing Structures	number	0	0
NRHP Eligible Archaeological Sites [1]	number	0	0
Disproportionate Environmental Justice Impacts	Yes/No	No	No
Noise Impacts	Yes/No	No	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No
Air Quality Impacts	Yes/No	No	No
Physical Environment Considerations& Estimated Impacts			
Water Well Impacted	number	0	0
Natural Gas Pipeline Crossings	number	0	0
Prime Farmland Impacted	acres	0	0
Natural Environment Considerations & Estimated Impacts			
Upland Habitat Directly Impacted	acres	0	0
Wetlands Directly Impacted	acres	0	0
Aquatic Habitat Directly Impacted	acres	0	0
100-Year Floodplains Impacted	acres	0	25[2]
Streams Impacted	acres	0	0
Estimated Cost Considerations (2013 $)			
Roadway Construction Cost	Millions $	N/A	$ 7.3 M
Sidewalk Reconstruction, Lighting[3], Landscaping Cost[4]	Millions $	N/A	$ 5.5 M
Total Estimated Cost	Millions $	N/A	$ 12.8 M

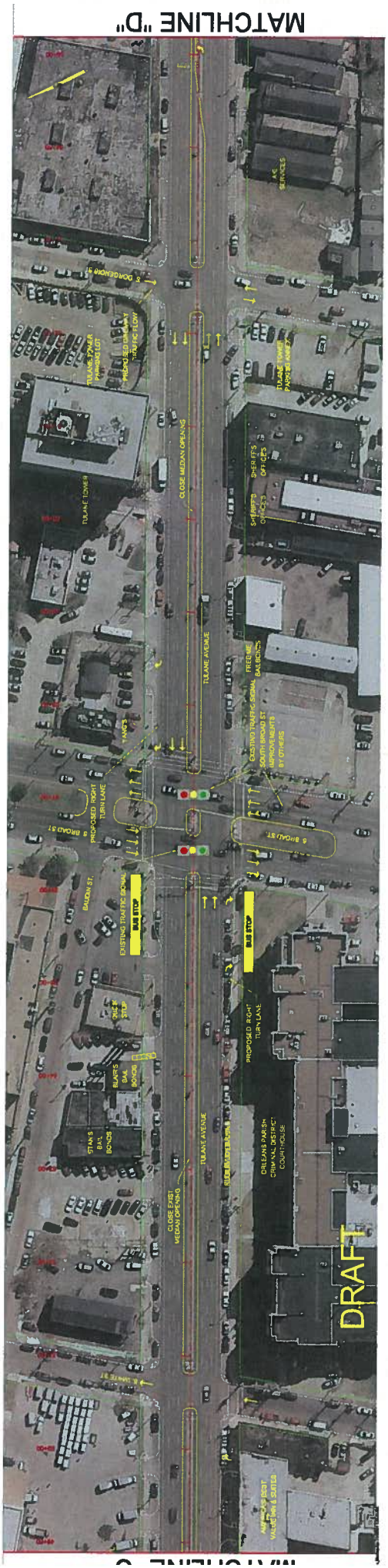
Notes:

1. A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
2. The impacts to floodplains are noted simply as the acreage within the ROW since the whole project is within the floodplain and already developed. The entire City is under pump and all rainwater is collected via subsurface drainage. The project will actually decrease the amount of impervious surface and would reduce runoff.
3. This cost is for the refurbishment of existing light poles, not replacement.
4. These components are not part of this project and will be addressed in a subsequent phase.


MATCHLINE "A"
TULANE AVENUE
BUS STOP
DRAFT

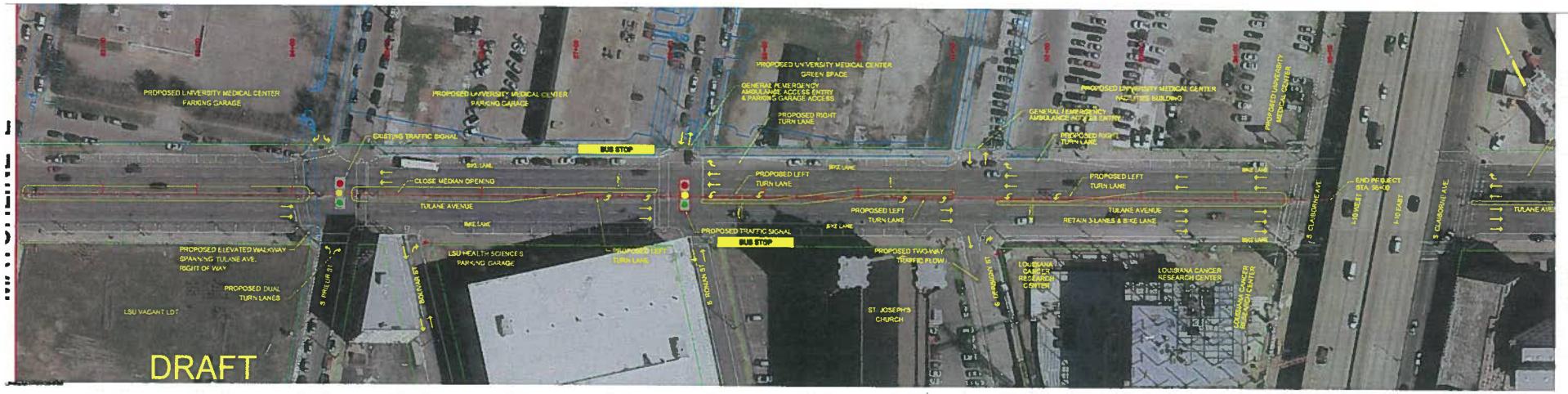

DRAFT
TULANE AVENUE
CLOSE MEDIAN OPENING
BUS STOP
S. TELEMACHUS ST
S. GENOIS ST
S. CLARK ST
S. JEFFERSON DAVIS PKWY
PROPOSED RIGHT TURN LANE
EXISTING TRAFFIC SIGNAL
PROPOSED BIKE PATH RELOCATION TO CROSSWALK
ROSE INN MOTEL
ROSE INN MOTEL
LA COSTAINA LATIN GROCERY
BROAD GLASS
MOSWELL'S JAMAICAN GRILL
MATCHLINE "B"


MATCHLINE "C"
TULANE AVENUE
PROPOSED LEFT TURN LANE
BUS STOP
PROPOSED TRAFFIC SIGNAL
VACANT
CRESCENT CLUB
DRAFT
MATCHLINE "B"


MATCHLINE "D"
TULANE AVENUE
BROAD ST.
DRAFT

MATCHLINE "E"

MATCHLINE "F"


PROPOSED UNIVERSITY MEDICAL CENTER PARKING GARAGE
PROPOSED UNIVERSITY MEDICAL CENTER PARKING GARAGE
EXISTING TRAFFIC SIGNAL
BUS STOP
BIKE LANE
CLOSE MEDIAN OPENING
TULANE AVENUE
BIKE LANE
PROPOSED ELEVATED WALKWAY SPANNING TULANE AVE. RIGHT OF WAY
PROPOSED DUAL TURN LANES
LSU VACANT LOT
S PRIEUR ST
S ROMAN ST
LSU HEALTH SCIENCES PARKING GARAGE
PROPOSED LEFT TURN LANE
PROPOSED UNIVERSITY MEDICAL CENTER GREEN SPACE
GENERAL EMERGENCY AMBULANCE ACCESS ENTRY & PARKING GARAGE ACCESS
PROPOSED RIGHT TURN LANE
BIKE LANE
PROPOSED LEFT TURN LANE
PROPOSED LEFT TURN LANE
BIKE LANE
PROPOSED TRAFFIC SIGNAL
BUS STOP
PROPOSED TWO-WAY TRAFFIC FLOW
S DERBIGNY ST
ST JOSEPH'S CHURCH
PROPOSED UNIVERSITY MEDICAL CENTER FACILITIES BUILDING
GENERAL EMERGENCY AMBULANCE ACCESS ENTRY
PROPOSED RIGHT TURN LANE
PROPOSED LEFT TURN LANE
TULANE AVENUE RETAIN 3 LANES & BIKE LANE
BIKE LANE
LOUISIANA CANCER RESEARCH CENTER
LOUISIANA CANCER RESEARCH CENTER
S CLAIBORNE AVE
END PROJECT STA. 69+00
I-10 WEST
I-10 EAST
S CLAIBORNE AVE
TULANE AVE
DRAFT

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ **ZIP CODE:** _____

PHONE: _____

EMAIL: _____

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.

Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

_____
_____
_____
_____
_____

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking
___ Other

If you have information regarding the alternatives mentioned above, please provide it here:

_____

_____

_____

_____

_____

_____

_____

_____

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

_____

_____

_____

_____

_____

_____

_____

_____

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

PUBLIC HEARING HANDOUT

US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, Louisiana
RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

Preliminary Purpose and Need

The US 61 (Tulane Avenue) corridor is located in New Orleans, Louisiana in Orleans Parish. The Tulane Avenue corridor has been a key component of public transportation, business, and medical service facilities for the past 100 years. The purpose of the corridor improvements is to improve system linkage and mobility, improve safety, address operational deficiencies, and improve modal interrelationships (i.e., pedestrian, bicycle, and transit operations). Tulane Avenue generally parallels Interstate 10 and provides secondary access between Jefferson Parish and Orleans Parish and is an important link to existing and proposed major medical facilities and the central business district of New Orleans. Preservation of the corridor is a key component to enhancing system linkage and mobility for all modes of transportation. Improvements to the corridor would work to improve vehicular, pedestrian, and bicycle safety; would improve overall operational deficiencies that currently exist within the corridor; and enhance all relevant modes of transportation within the Tulane Avenue corridor.

Identification of Build Alternatives

Based on agency and public comments received as part of the July 24, 2012 Public Meeting regarding impacts and traffic operational concerns and mobility, in combination with the preliminary screening evaluation that was conducted for the conceptual alternatives, the RPC in conjunction with LADOTD determined that there was reasonable justification to eliminate the Total Reconstruction Alternative from further consideration. Due to public preferences, in addition to reduced cost and the minimal overall environmental impact, it was determined that the Minimum Reconstruction Alternative would be retained. For purposes of this EA, the Minimum Reconstruction Alternative was simply renamed Alternative 1.

Alternative 1 Description

This Minimum Reconstruction Alternative would retain the existing curb and sidewalk width along Tulane Avenue, which would minimize relocation and/or modification of utilities thereby reducing overall construction cost. The typical section would consist of reducing the existing six travel lanes to four, two in each direction. Travel lanes would be increased in width from 10 feet to 10.5 feet and the existing median would be widened to 15 feet. The new typical section would also include a five-foot bike lane, a 7.5-foot parking lane, and a 12-foot sidewalk in each direction. Generally, the project would include construction of the 15-foot raised median, cold mill and overlay with base repairs as needed and restriping of the travel lanes, bike lanes, and parking lanes, and in-place repair and/or replacement of deteriorated or damaged sidewalks. Additional corridor improvements were also evaluated including addition of exclusive left- and right-turn lanes, access management concepts, and additional traffic signals at key intersections. The proposed improvements are identified on the Alternative 1 Maps.

Additionally, pedestrian traffic signals with countdown timers and pedestrian push buttons would be installed at signalized intersections.

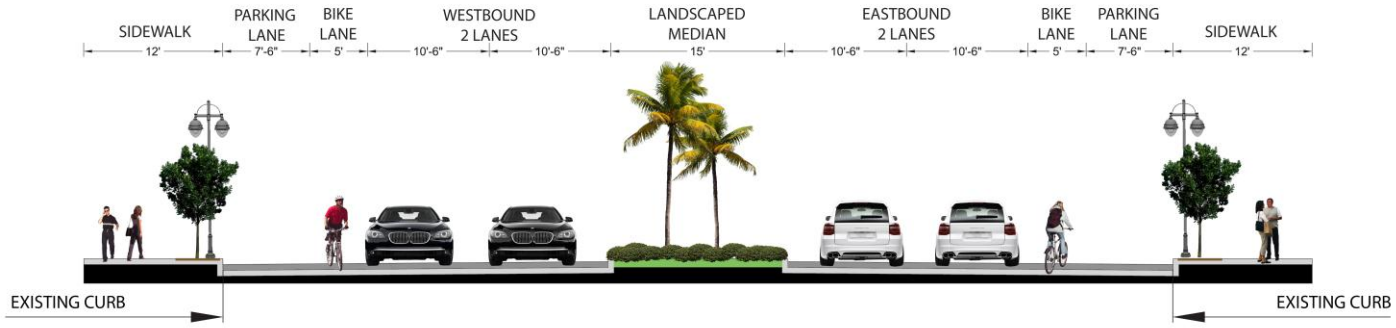
Additional Information

Study team members will be available to explain the project and study process. Comments will be accepted at the meeting or later by mail, or Email through August 7, 2012 at the following address:

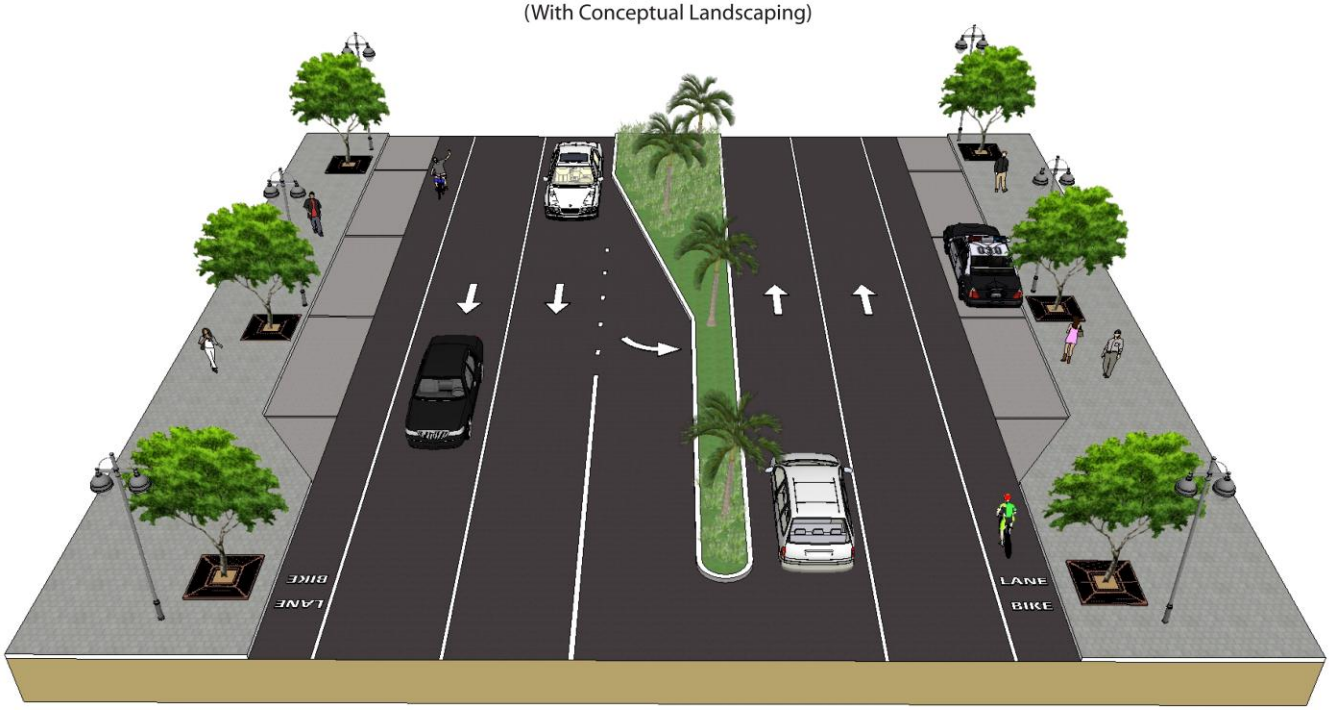
US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North causeway Blvd, Suite 900
Metairie, Louisiana 70002
Email: Christi.Wilson@urs.com

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

Alternative 1
Minimum Reconstruction Alternative Typical Section
(With Conceptual Landscaping)



US 61 (Tulane Aveune)
Reconstruction Typical Section 3-D View
(With Conceptual Landscaping)



PUBLIC HEARING

Proposed
US 61 (Tulane Avenue)
Corridor Improvements

Stage 1 – Environmental Assessment

RPC Project No. US 61 Ev1
State Project No. H.004730
FAP No. 3606(502)

January 14, 2014
Orleans Parish, Louisiana

1

Welcome

Thank you for coming! Please sign-in and collect the meeting materials at the sign-in table.

Public Hearing materials include:

- Project Handout
- Comment Form

2

Presentation Agenda

- Meeting Purpose
- Project History
- LADOTD Project Delivery Process
- NEPA Process
- Project Purpose and Need
- Proposed Action and Review of Conceptual Alternatives

3

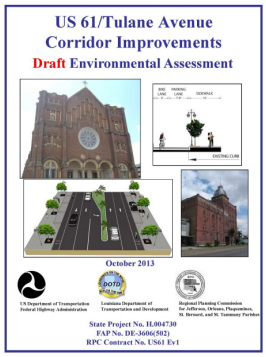
Presentation Agenda

- Alternatives Evaluated in the Draft EA / Build Alternatives
- Summary of Environmental Impacts
- Next Steps / Project Schedule
- Public Input and Comments
- Selection of a Preferred Alternative

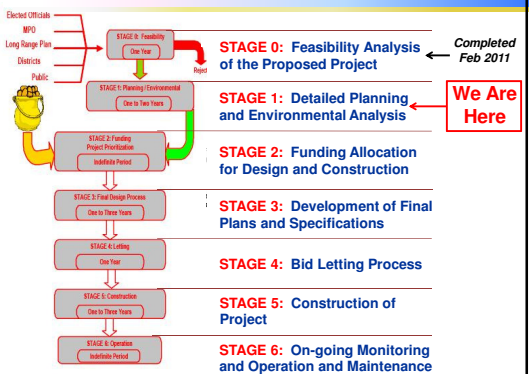
4

Purpose of this Public Hearing

- A Draft Environmental Assessment (Draft EA) has been competed and made available for public review.
- This Public Hearing is an opportunity for the public and other interested parties to comment on the document, its findings, and conclusions.



LADOTD Project Delivery Process



Project History

- US 61 (Tulane Avenue) has been a vital corridor in the City of New Orleans for the past 100 years.
- Stage 0 Feasibility Study completed in February 2011.
- No fatal Flaws Identified Relative to :
  - Environmental constraints
  - Socio-economic constraints
  - Cultural resource constraints
  - Major engineering design challenges
- Recommended project proceed to next stage of the LADOTD project delivery process

National Environmental Policy Act

- This study is guided by the National Environmental Policy Act (NEPA) of 1969
- Requires evaluation of environmental effects prior to implementation of improvements with federal funding
- Basic Requirements:
  - Interagency Coordination
  - Development and Evaluation of Feasible Alternatives
  - Public Involvement
  - Identify and Quantify Impacts
  - Documentation
  - Mitigation (Avoid, Minimize, Repair, Reduce, Replace)

NEPA Approach

	Project Phase
Spring 2012	Project Scoping
Summer 2012	Alternatives Analysis
Summer - Fall 2012	Alternatives Refinement
Fall 2013	Environmental Assessment (EA)
Spring 2014	Finding of No Significant Impact (FONSI)

We Are Here

9

Proposed Action

- **Reconstruct and improve the existing roadway corridor**
  - A Minimum Reconstruction, or
  - A Total Reconstruction

  Additional corridor improvements may include left-turn lanes, right-turn lanes, or traffic signals.

11

Project Purpose and Need

- **Improve System Linkage and Mobility**
- **Improve Safety**
- **Improve Operational Deficiencies**
- **Improve Modal Relationships**

10

Conceptual Alternatives Considered

No Build Alternative

Build Alternatives

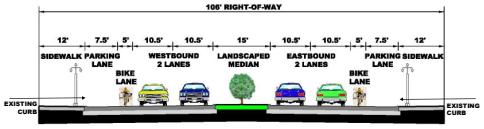
- **Conceptual Alternative 1** — A Minimum Reconstruction
- **Conceptual Alternative 2** — A Total Reconstruction

Conceptual Alternatives Presented at the July 24, 2012 Public Meeting

12

Conceptual Alternative 1 Features

- Minimum Reconstruction Alternative
- Incorporates a 15-foot median, eliminates a travel lane and adds a bike lane in both directions
- Retains the existing curb and sidewalk and does not require the relocation of adjacent utilities



All alternatives are preliminary and subject to change

13

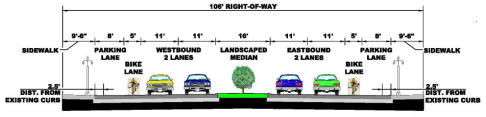
Build Alternatives

- A No Build Alternative was carried forward and analyzed as part of the Draft EA.
- Alternative 1, the Minimum Reconstruction Alternative garnered the most public support based on its anticipated lower cost, minimal impacts due to maintaining the existing curb and utilities, and associated benefits. Alternative 1 is the only build alternative selected and subsequently carried forward for further evaluation in EA.
- Alternative 2 was eliminated from further consideration after the July 24, 2012 Public Meeting.

15

Conceptual Alternative 2 Features

- Total Reconstruction Alternative
- Incorporates a 16-foot median, eliminates a travel lane and adds a bike lane in both directions
- Reconstruct the curb approximately 3-feet from its current location to provide wider lanes
- Require the relocation of adjacent power poles, drainage structures and other utilities.



All alternatives are preliminary and subject to change

14

No Build Alternative Features

- Retain existing roadway network
  - Only annual maintenance
- Avoid potential impacts associated with corridor improvements
- Not expected to change or improve traffic, safety, or aesthetics along the corridor.

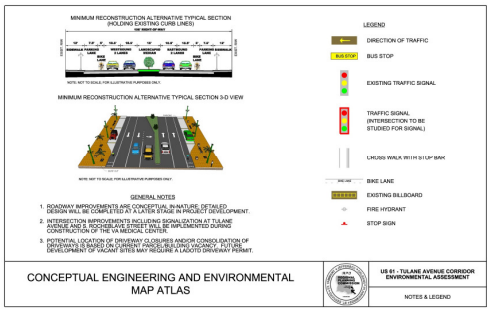
16

Alternative 1 Features

- Minimum Reconstruction Alternative
- Incorporates a 15-foot median allowing for exclusive left turn lanes at key intersections, eliminates a travel lane and adds a bike lane in both directions
- Retains the existing curb and sidewalk and does not require the relocation of adjacent utilities

17

Build Alternative Geometry



Proposed geometry and required ROW for the build alternative is included in Appendix B of the Draft EA and is available for review.

19

Alternative 1 Features

Traffic and Safety Improvements

- The traffic impacts associated with a reduction from three to two travel lanes in each direction are expected to be minimal and mitigated by improving existing intersection geometries, including exclusive left and right turn lanes, and implementing more efficient signal timing
- Implementing Alternative 1 would result in an overall reduction in delay at six of the eleven intersections in both the morning and evening peak hours
- The proposed project would reduce the number of crashes by the addition of left turn lanes, reduction in the number of lanes from six to four, and an increase in lane width as well as increased access to adjacent properties

18

Environmental Resources to be Evaluated

Human Environment

Demographics	Land Use	Community Services and Facilities
Traffic Circulation, Operations, and Safety	Residential and Business Relocations	Visual Impacts
Cultural Resources and Historic Properties	Utilities	Environmental Justice

20

Environmental Resources to be Evaluated

Physical Environment

- Geology and Prime and Unique Farmland
- 100-Year Floodplain
- Hydrology and Surface and Groundwater Quality
- Hazardous Material Sites
- Air Quality
- Traffic Noise Impacts

21

Summary of Project Features and Impacts

Evaluation Criteria	Unit	Alternatives	
		No-Build	1
Corridor Alignment and Right-of-way Considerations			
Required Right-of-way	acres	0	0
Constructability / Maintenance of Traffic (MOT) During Construction			
MOT on Tulane Avenue	Yes/No	N/A	Yes
MOT on Side Streets	Yes/No	N/A	Yes
Human Environment Considerations & Estimated Impacts			
Residential Structure Impacts	number	0	0
Commercial Structure Impacts	number	0	0
NRHP Eligible Standing Structures	number	0	0
NRHP Eligible Archaeological Sites [1]	number	0	0
Disproportionate Environmental Justice Impacts	Yes/No	No	No
Noise Impacts	Yes/No	No	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No
Air Quality Impacts	Yes/No	No	No

Notes:
1. A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
2. The impacts to floodplains are noted simply as the acreage within the ROW since the whole project is within the floodplain and already developed. The entire City is under pump and all rainwater is collected via subsurface drainage. The project will actually decrease the amount of impervious surface and would reduce runoff.
3. This cost is for the refurbishment of existing light poles, not replacement.
4. These components are not part of this project and will be addressed in a subsequent phase.

23

Environmental Resources to be Evaluated

Natural Environment

- Upland, Wetland, Aquatic Communities
- Threatened and Endangered Species
- Coastal Zone Management

22

Summary of Project Features and Impacts

Evaluation Criteria	Unit	Alternatives	
		No-Build	1
Physical Environment Considerations& Estimated Impacts			
Water Well Impacted	number	0	0
Natural Gas Pipeline Crossings	number	0	0
Prime Farmland Impacted	acres	0	0
Natural Environment Considerations & Estimated Impacts			
Upland Habitat Directly Impacted	acres	0	0
Wetlands Directly Impacted	acres	0	0
Aquatic Habitat Directly Impacted	acres	0	0
100-Year Floodplains Impacted	acres	0	25[2]
Streams Impacted	acres	0	0
Estimated Cost Considerations (2013 $)			
Roadway Construction Cost	Millions $	N/A	$ 7.3 M
Sidewalk Reconstruction, Lighting[3], Landscaping Cost[4]	Millions $	N/A	$ 5.5 M
Total Estimated Cost	Millions $	N/A	$ 12.8 M

Notes:
1. A concurrence letter was received from the State Historic Preservation Officer (SHPO), dated April 26, 2013. This letter stated that the proposed Tulane Avenue Corridor Improvements project would have No Adverse Effect on any historic properties; therefore, no further archaeological investigations are warranted for this project as currently defined.
2. The impacts to floodplains are noted simply as the acreage within the ROW since the whole project is within the floodplain and already developed. The entire City is under pump and all rainwater is collected via subsurface drainage. The project will actually decrease the amount of impervious surface and would reduce runoff.
3. This cost is for the refurbishment of existing light poles, not replacement.
4. These components are not part of this project and will be addressed in a subsequent phase.

24

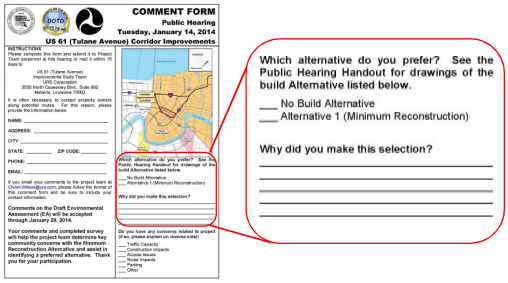
Next Steps in the NEPA Process

- Review and Summarize Comments and Survey Results
- Identify a Preferred Alternative
- Final Environmental Assessment
- Finding of No Significant Impact (FONSI)

25

Public Input on Preferred Alternative

Public input is needed to identify the Preferred Alternative. Please complete the survey portion of the Comment Form.



COMMENT FORM
Public Hearing
Tuesday, January 14, 2014
US 61 (Tulane Avenue) Corridor Improvements

Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

27

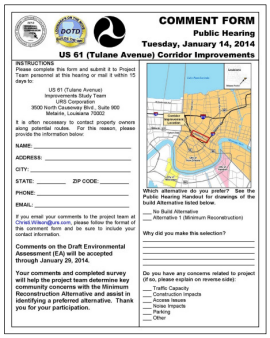
Public Input and Comments

Comments received will help decision-makers choose the Preferred Alternative. Your comments will influence the final decision.

There are many ways to provide / submit comments:

- Comment form/tonight
- Verbal comment/tonight
- E-mail
- US mail

Your comments are important and will be considered as part of the Environmental Assessment and the Public Hearing record.



COMMENT FORM
Public Hearing
Tuesday, January 14, 2014
US 61 (Tulane Avenue) Corridor Improvements

26

Conclusion

- Please review the materials available at other public hearing stations
- Please provide written comments on the comment form and return completed forms at the comment table.
- Comments will also be accepted by:
  - U.S. Mail
  - Email
  - Verbally via tape recorder at this public meeting
- Comments post-marked by January 29, 2014 will become part of the Public Hearing Record.

28

Thank you for
your interest in the
US 61 (Tulane Avenue)
Corridor Improvement
Project
29

US 61 (Tulane Avenue) Stage 1 Environmental Assessment
Public Hearing Script

Show on Video	Slide No.	Script
Public Meeting	1	The Regional Planning Commission and the Louisiana Department of Transportation and Development welcome you to the US 61 (Tulane Avenue) Corridor Improvements Stage 1 Environmental Assessment Public Hearing.
Welcome	2	Thank you for coming! Please sign-in and collect the meeting materials at the sign-in table. The Public Hearing materials include a project handout and a comment form.
Presentation Agenda	3	The following topics will be addressed in this video. • The purpose of this public hearing; • The history of the project; • Information on the Louisiana Department of Transportation and Development's Project Delivery Process and the NEPA process; • The purpose and need of the project; • A description of the proposed action and conceptual alternatives.
Presentation Agenda	4	• The build alternatives evaluated in the Draft Environmental Assessment; • A summary of the Environmental Impacts; • An overview of the project's next steps and schedule; • The importance of public input comments; and • The ultimate goal of the selection of a preferred alternative.
Purpose of this Public Hearing	5	The purpose of this Public Hearing is for the public to review the Draft Environmental Assessment which has been completed for the project. It is also an opportunity for the public and other interested parties to comment on the document, its findings, and conclusions.
Project History	6	We will begin with a brief overview of the project's history. • The US 61 (Tulane Avenue) corridor has been vital to transportation and commerce in the City of New Orleans for the past 100 years. • The current proposed project began with a Stage 0 Feasibility Study completed in February 2011. • Because the Stage 0 Feasibility Study did not identify any "fatal flaws" relative to constraints, issues, or design, it was recommended that the proposed project proceed to the next stage of the project delivery process.
LADOTD Project Delivery Process	7	This diagram illustrates the Louisiana Department of Transportation and Development's project delivery process. We are now in Stage 1 of the process.
National Environmental Policy Act	8	This study is guided by the National Environmental Policy Act of 1969, or NEPA. NEPA requires that the environmental effects of a project be evaluated prior to its implementation with federal funding. The basic requirements of NEPA are Interagency Coordination, Development and Evaluation of Alternatives, Public Involvement, Assessment of Impacts, Documentation, and Mitigation

US 61 (Tulane Avenue) Stage 1 Environmental Assessment
Public Hearing Script

Show on Video	Slide No.	Script
NEPA Approach	9	This diagram shows a timeline for the NEPA process for this project. We are now in the Environmental Assessment phase.
Project Purpose and Need	10	The purpose and need of the proposed project is to: • Improve system linkage and mobility; • Improve safety; • Improve operational deficiencies; and • Improve modal relationships. •
Proposed Action	11	The proposed action includes the reconstruction and improvement of the existing roadway corridor. A minimum reconstruction alternative and a total reconstruction alternative were considered.
Conceptual Alternatives Considered	12	Additionally a No Build alternative was considered along with two build alternatives identified as Conceptual Alternatives 1 and 2. Both build alternatives would be within the existing transportation right-of-way. All alternatives were presented at the July 24, 2012 public meeting.
Conceptual Alternative 1 Features	13	Features of Conceptual Alternative 1 include: • Minimum reconstruction alternative; • Incorporates a 15 foot median, eliminates one travel lane in each direction, and adds a bike lane in each direction; and • Retains the existing curb and sidewalk and does not require the relocation of adjacent utilities. All alternatives are preliminary and subject to change.
Conceptual Alternative 2 Features	14	Features of Conceptual Alternative 2 include: • Total reconstruction alternative; • Incorporates a 16 foot median, eliminates one travel lane in each direction, and adds a bike lane in each direction; • Reconstruct the curb approximately 3-feet from its current location to provide wider lanes; and • Require relocation of adjacent power poles, drainages structures and other utilities. All alternatives are preliminary and subject to change.
Build Alternatives	15	A No Build Alternative was carried forward and analyzed as part of the Draft Environmental Assessment. Build Alternative 1, the Minimum Reconstruction Alternative garnered the most public support based on its anticipated lower cost, minimal impacts due to maintaining the existing curb and utilities, and associated benefits. Alternative 1 is the only build alternative selected and subsequently carried forward for further evaluation in EA. Alternative 2 was eliminated from further consideration after the July 24, 2012 Public Meeting.
No-Build Alternative Features	16	The No-Build Alternative would retain the existing roadway network and include only annual maintenance. It would avoid potential construction impacts associated with the corridor improvements. The No-Build Alternative is not expected to change or improve traffic, safety, or aesthetics along the corridor.

US 61 (Tulane Avenue) Stage 1 Environmental Assessment
Public Hearing Script

Show on Video	Slide No.	Script
Alternative 1 Features	17	Features of Alternative 1 include: • Minimum reconstruction; • Incorporation of a 15 foot median to allow for exclusive left turn lanes at key intersections, elimination of one travel lane in each direction, and addition of a bike lane in each direction; and • Retention of the existing curb and sidewalk and no relocation of adjacent utilities.
Alternative 1 Features	18	Traffic and safety improvements anticipated with Alternative 1 include three key points: • The traffic impacts associated with a reduction from three to two travel lanes in each direction are expected to be minimal and mitigated by improving existing intersection geometries, including exclusive left and right turn lanes, and implementing more efficient signal timings; • An overall reduction in delay at six of the eleven intersections in both the morning and evening peak hours; and • Reduction in the number of crashes by the adding left turn lanes and an increasing lane width, as well as increasing access to adjacent properties.
Build Alternative Geometry	19	The proposed geometry and required ROW for the build alternative is included in Appendix B of the Draft Environmental Assessment and is available for review.
Environmental Resources to be Evaluated – Human Environment	20	In accordance with the National Environmental Policy Act, the Stage 1 Environmental Assessment will evaluate potential direct, secondary, and cumulative impacts to the human environment……..
Environmental Resources to be Evaluated – Physical Environment	21	The physical environment……..
Environmental Resources to be Evaluated – Natural Environment	22	And the natural environment
Summary of Project Features and Impacts	23	The impacts summary shows that the build alternative, Alternative 1, would not require any new right of way and would not impact any residential or commercial structures. Alternative 1 would not impact any historic structures or disproportionally affect any minority or low-income communities. While parking lanes on both sides of Tulane Avenue would be retained, some on-street parking would be removed due to new right turn lanes and bus stops; however, sufficient parking would remain to meet demand.
Summary of	24	Alternative 1 would also have no impact to features in the physical environment or natural environment. It should be noted that the 25 acre impact

US 61 (Tulane Avenue) Stage 1 Environmental Assessment
Public Hearing Script

Show on Video	Slide No.	Script
Project Features and Impacts		to the 100-year floodplain is noted simply as the acreage within the right-of-way since the whole project is within the floodplain and already developed. The project will actually reduce the amount of impervious surface and would reduce runoff.
Next Steps in the NEPA Process	25	The next step in the NEPA process is to summarize all comments and survey preferences and to identify a preferred alternative. A final EA will be completed, and if approved by the Federal Highway Administration, a Finding of No Significant Impact will be issued.
Public Input and Comments	26	Comments received will help decision-makers choose the Preferred Alternative. Your comments will influence the final decision. There are many ways to provide comments on the project including the comment form, provide a verbal comment, or submit a comment via email. Your comments are important and will be considered as part of the Environmental Assessment and the Public Hearing record.
Public Input on Preferred Alternative	27	Public input is needed to identify the Preferred Alternative. Please complete the survey portion of the Comment Form.
Conclusion	28	This concludes our presentation. Please review the materials available at other public hearing stations. Please provide written comments on the comment form and return completed forms at the comment table. Comments will also be accepted by U.S. Mail or email to the address provided on the comment form; or verbally via tape recorder at this public meeting. Comments post-marked by January 29, 2014 will become part of the public hearing record.
Thank you	29	Thank you for your interest in the US 61 (Tulane Avenue) corridor improvement project.

Appendix D

Comments

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY'S FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: December 17, 2013

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

December 18, 2013

Mr. Thomas E. Hunter
Certified Project Manager
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002-3563

Dear Mr. Hunter:

We have received your December 9, 2013, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Reconstruction & Corridor Improvements
US 61/Tulane Avenue
S. Carrollton Av. to S. Claiborne Av.
RPC Proj. No. US 61 Ev1
SP No. H.004730
FAP No.DE-3606(502)
Orleans Parish
New Orleans, Louisiana

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

If you did not include the parish, project description, project location or the federal funding agency, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

RECEIVED
DEC 23 2013
BY:

Sincerely yours,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF

JAN 15 2014

Operations Division
Operations Manager,
Completed Works

Mr. Thomas Hunter
URS Corporation
3500 North Causeway Boulevard, Suite 900
Metairie, Louisiana 70002-3563

Dear Mr. Hunter:

This is in response to your Solicitation of Views request dated December 9, 2013, concerning the US 61/Tulane Avenue Corridor Improvements, at New Orleans, Louisiana, in Orleans Parish (State Project No. H.004730).

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Please note that a Solicitation of Views response letter was issued for this project on July 26, 2012, account number MVN-2012-01740-SZ, copy enclosed.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Michael Farabee by telephone at (504) 862-2292 or by e-mail at Michael V.Farabee@usace.army.mil.

Sincerely,

Karen L. Clement

Karen L. Clement
Solicitation of Views Manager

Enclosure

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF

JUL 26 2012

Operations Division
Operations Manager,
Completed Works

MVN-2012-01740-SZ H. 004730
Stage 1 EA for US-61 (Tulane Ave)

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Hunter:

This is in response to the Solicitation of Views request dated July 2, 2012, concerning the stage 1 Environmental Assessment for US 61 (Tulane Avenue), at New Orleans, Louisiana, in Orleans Parish.

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Based on review of recent maps, aerial photography, soils data, and the information supplied with your request, we have determined that this property is not in a wetland subject to Corps' of Engineers jurisdiction. A Department of the Army permit under Section 404 of the Clean Water Act will not be required for the deposition or redistribution of dredged or fill material on this site.

Please be advised that this property is in the Louisiana Coastal Zone. For additional information regarding coastal use permit requirements, contact Ms. Christine Charrier, Coastal Management Division, Louisiana Department of Natural Resources at (225) 342 7953.

You are advised that this approved jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision prior to the expiration date or the District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Michael Farabee by telephone at (504) 862-2292 or by e-mail at Michael.V.Farabee@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN-2012-01740-SZ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Karen L. Clement

Karen L. Clement
Solicitation of Views Manager

Copy Furnished:

Ms. Christine Charrier
Coastal Zone Management
Department of Natural Resources
Post Office Box 44487
Baton Rouge, Louisiana 70804-4487

Wilson, Christi

Subject: FW: LADOT, H.004730, US 61/Tulane Avenue Corridor improvements, Orleans Parish, LA

From: Johnnie L. Jacobs [mailto:jjacobs@choctawnation.com]
Sent: Friday, January 17, 2014 5:49 AM
To: Noel Ardoin
Subject: LADOT, H.004730, US 61/Tulane Avenue Corridor improvements, Orleans Parish, LA

Dear Noel,

Thank you for the correspondence regarding the above referenced project. The Choctaw Nation of Oklahoma is unaware of any Choctaw cultural or sacred sites located within the immediate project area. We concur that there should be no effects to any known historic properties and that work should proceed as planned. However, as the project is located in an area that is of general historic interest to the Tribe, we request that work be stopped and our office contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on the construction plans to insure contractors are aware of it. Please feel free to contact me with any further questions or concerns.

Thank you,

Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma
Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Public Hearing
Tuesday, January 14, 2014

Table 2
Comment Summary
US 61 (Tulane Avenue) Corridor Improvements
Orleans Parish, LA

LADOTD State Project No.
Federal Aid Project No.
ERP Project No. H.004932

Information Provided on the Comment Form							Which Alternative Do You Prefer?			Do You Have Concerns Related to the Project?						Additional Comments
Comment #	Name	Address	City State	Zip	Phone	Email	No Build	Alternative 1	Explanation or reason for selection.	Traffic Capacity	Costruction Impacts	Access Issues	Noise Impacts	Parking	Other	
1	Louis Haywood	1300 Perdido Rm 6W03 (Dept. Public Works) 939 N. Rendon	NOLA	70112	504-329-9555	LRHaywood@nola.gov										Intersections should have crosswalks on all 4 legs (marked & unmarked); bus stops should be nearside with curb extensions to allow more on street parking; provide space for shelters and adequate sidewalks; deceleration lanes are atypical and inappropriate on New Orleans major streets; D'Hemecourt should be closed/modified at intersection with Tulane to allow for continuous sidewalk along Tulane. Median closure concept should be reconsidered. It is much safer to allow mid block openings than to force U-turns at intersections.
2	Jeff Karlson	322 S. Gayoso	NOLA	70119	504-994-6567	karlsonjs@hotmail.com		1	Tulane needs to be reconfigured and made more car, bike, & people friendly.							Love it, please start ASAP.
3	Stefan Marks	RTA	NOLA	70115	504-827-8307	stefan.marks@veoliatransdev.com		1		1		1		1	1	How feasible is signal priority for bus - if not feasible, then nearside stops with curb extensions are preferable and recommended. Bus shelters should be included in funded project at each stop. Concrete aprons are needed at bus stop locations.
4	Richard Mc Call	201 St. Charles, Ste 3912	NOLA	70170	504-620-9291	rmccall@downtownnola.com		1	Improved street scape, accessibility, & "complete streets"							Need to re-evaluate locations of curb extensions & pedestrian crosswalks in relation to transit, retail & primary pedestrian corridors.
5	Pauline Patterson Treo	4700 Palmyra St. 3835 Tulane Ave	NOLA	70119	504-650-9844	pauline.patterson@yahoo.com		1	Tulane needs this to recover & become miracle mile again.							Would like left turn onto S. Scott to remain; removing would negatively impact our new business at 3835 Tulane.
6	Stephen Patterson Treo	4700 Palmyra St. 3835 Tulane Ave	NOLA	70119	504-251-6620	stephan.patterson@yahoo.com		1	Best chance in a generation for Tulane to make a recovery; corridor improvements will cement this.							Would like left turn onto S. Scott to remain; removing would negatively impact our new business at 3835 Tulane.
7	Mickey Weiser	3939 Tulane Ave.	NOLA	70119	504-586-4705	mickeyw@weisersecurity.com	1		If no-build, my 2nd alt. is to retain as many parking spaces in front of my building as possible.					1		Parking is a major concern when I did a $2 million renovation on this building. Every space counts, leave as many spaces in front as possible.
Total							**1**	**5**		**1**	**0**	**1**	**0**	**2**	**1**	

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Louis Haywood (Dept of Public Works 1300 Perdido Rm GW03

ADDRESS: 939 N Rendon St

CITY: NOLA

STATE: CA **ZIP CODE:** 70112

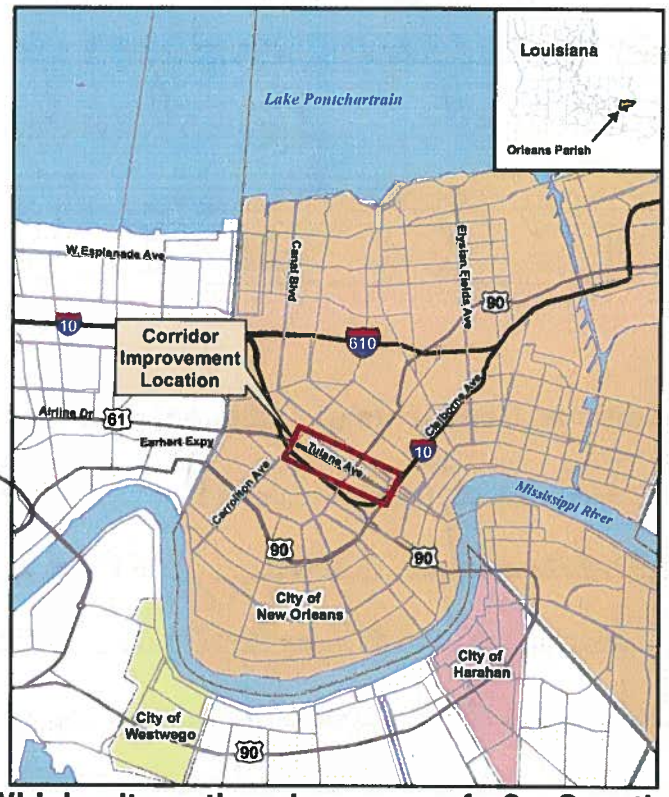
PHONE: 329-9555

EMAIL: LRHaywood@nola.gov

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.



Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
___ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

_____
_____
_____
_____
_____

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking
___ Other

If you have information regarding the alternatives mentioned above, please provide it here:

All intersections should have crosswalks on all 4 legs (marked or unmarked). Bus stops should be near side with curb extensions. This would allow more on-street parking and provide space for shelters and adequate ~~parking spaces~~. sidewalk. Deceleration lanes are atypical and inappropriate on New Orleans major streets. D'hemecourt ~~St~~ should be closed/modified at

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

intersection with Tulane to allow for continuous sidewalk along Tulane. Median closure concept should be reconsidered. It is much safer to allow mid block openings than to force u-turns at intersections.

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Jeff Karlson

ADDRESS: 322 S. Gayoso

CITY: N.O.

STATE: LA **ZIP CODE:** 70119

PHONE: 504-994-6567

EMAIL: KARLSONJS@HOTMAIL.COM

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.

Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

Tulane needs to be reconfigured and made more car, bike and people friendly

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking
___ Other

NO

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

Love it. Please start ASAP!

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: STEFAN MARKS

ADDRESS: RTA

CITY: NEW ORLEANS

STATE: LA **ZIP CODE:** 70115

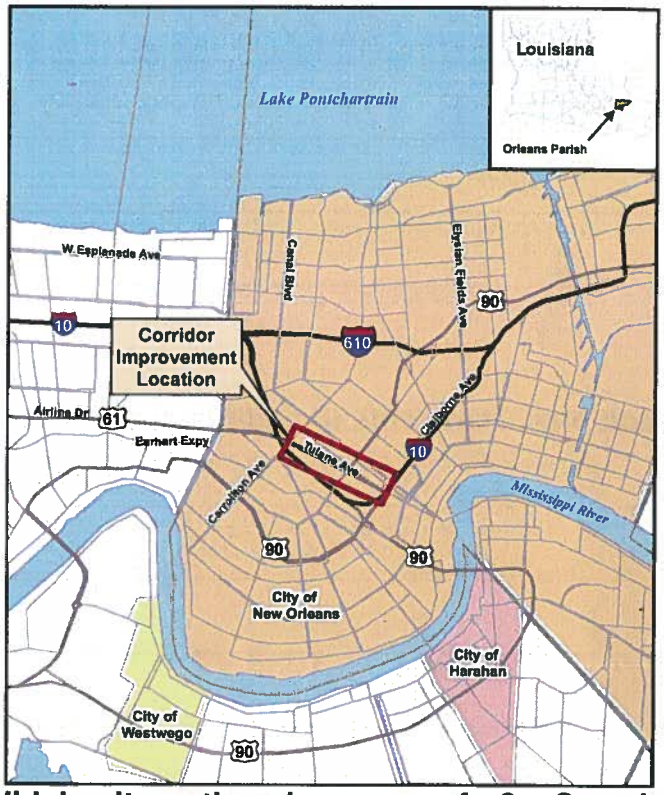
PHONE: 504 827 8307

EMAIL: stefan.marks@veoliatransdev.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.



Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
✓ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

_____

_____

_____

_____

_____

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Traffic Capacity
___ Construction Impacts
✓ Access Issues
___ Noise Impacts
✓ Parking
✓ Other

If you have information regarding the alternatives mentioned above, please provide it here:

HOW FEASIBLE IS SIGNAL PRIORITY FOR BUS— IF NOT FEASIBLE THEN NEAR SIDE STOPS WITH CURB EXTENSIONS ARE PREFERABLE AND RECOMMENDED.

BUS SHELTERS SHOULD BE INCLUDED AS PART OF FUNDED PROJECT AT EACH STOP

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

CONCRETE APRONS AT BUS STOP LOCATIONS

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Richard McCall

ADDRESS: 201 St. Charles, Ste 3912

CITY: N.O.

STATE: LA. **ZIP CODE:** ~~70112~~ 70170

PHONE: 504-620-9291

EMAIL: rmccall@downtownnola.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.

Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
X Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

Improved streetscape, accessibility, complete streets"

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking
___ Other

If you have information regarding the alternatives mentioned above, please provide it here:

need to re-evaluate locations of curb extensions + pedestrian crosswalks in relation to transit, retail, primary pedestrian corridors.

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Pauline Patterson [also Treo 3935 Tulane Ave]

ADDRESS: 4700 Palmyra St

CITY: new Orleans

STATE: LA **ZIP CODE:** 70119

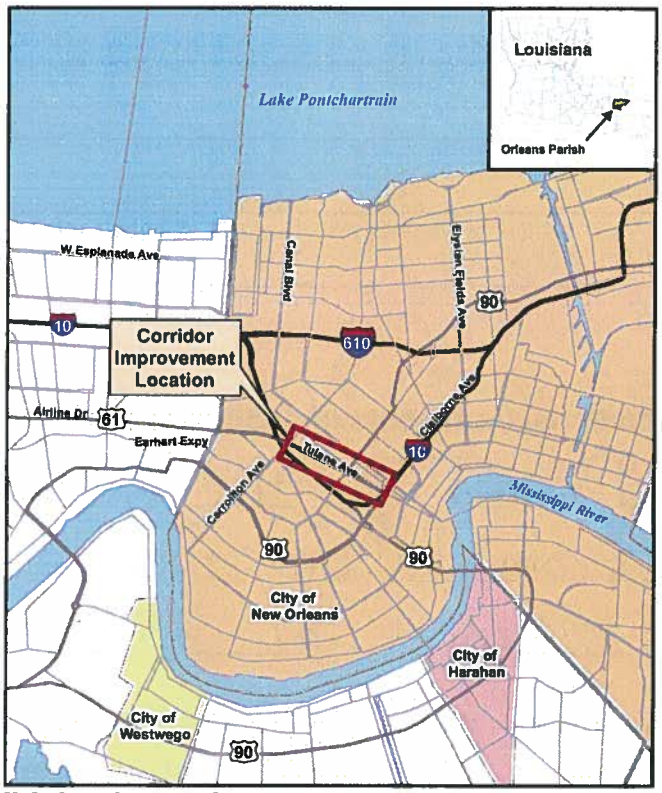
PHONE: (504) 650-9844

EMAIL: paulinepatterson@ymail.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.



Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
__✓ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

because Tulane needs this
How else will it ever
recover, and become
the miracle mile again

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking
___ Other

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

I would like the existing left turn onto to S. Scott from Tulane ave to exist. We Own the business at 3835 Tulane Av and if this doesn't remain it would negatively impact our BRAND NEW business.

Thanks for your consideration and great job

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Stephen Patterson

ADDRESS: 4700 Palmyra St (also Treo 3835 Tulane Ave)

CITY: new Orleans

STATE: LA **ZIP CODE:** 70119

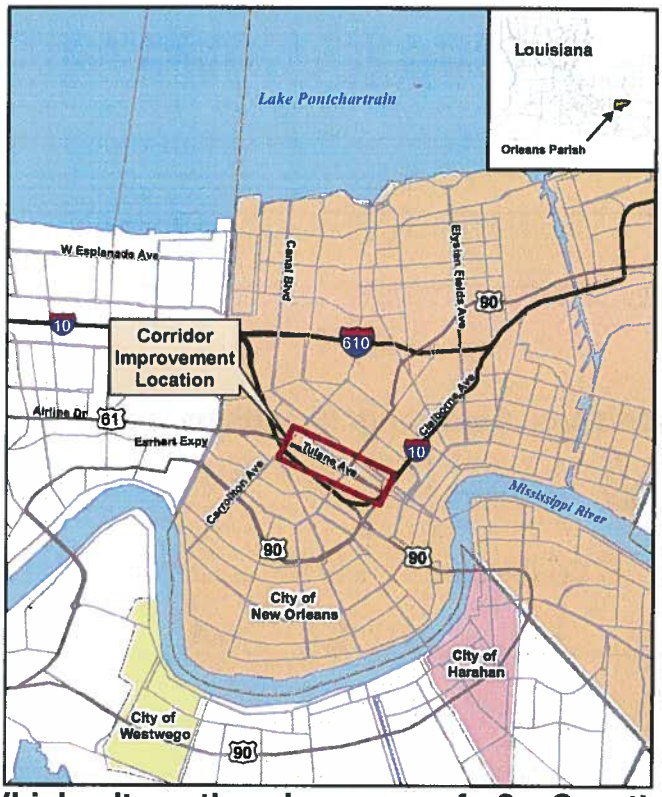
PHONE: (504) 251-6620

EMAIL: stephen.Patterson@yahoo.com

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.



Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

___ No Build Alternative
_✓_ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

THIS IS THE BEST CHANCE IN A GENERATION FOR TULANA TO MAKE A SUSTAINABLE RECOVERY. THIS CORRIDOR IMPROVEMENT WILL CAMANT THIS

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Parking
___ Other

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

I would like the existing left turn on to S. Scott from Tulane Ave to ~~R~~remain. We Own The business at 3835 Tulane and removing this signal will negatively impact us.

Thanks

Stephen Patterson

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

COMMENT FORM

Public Hearing

Tuesday, January 14, 2014

US 61 (Tulane Avenue) Corridor Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: MICKEY WEISER

ADDRESS: 3939 TULANE

CITY: NEW ORLEANS

STATE: LA **ZIP CODE:** 70119

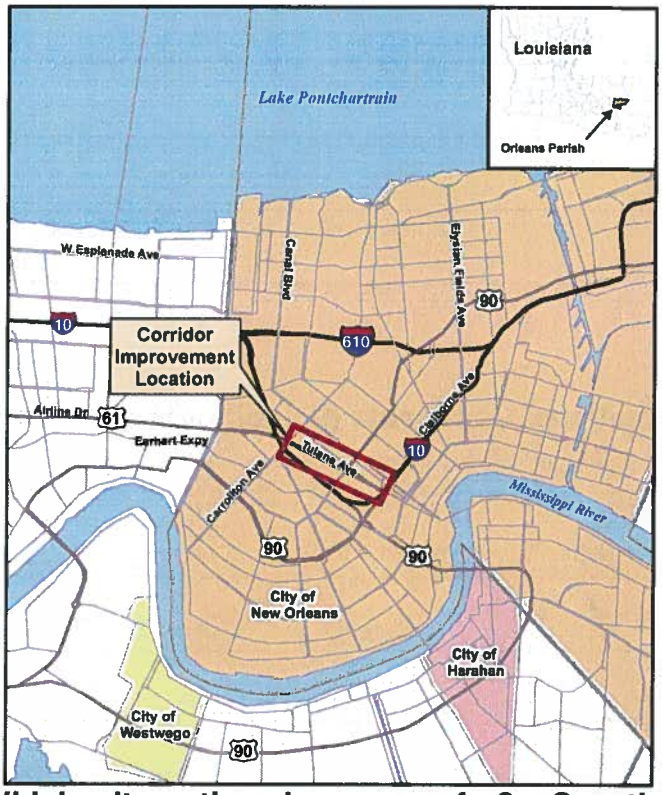
PHONE: 504 586-4705

EMAIL: MICKEYW@WEISERSECURITY.COM

If you email your comments to the project team at Christi.Wilson@urs.com, please follow the format of this comment form and be sure to include your contact information.

Comments on the Draft Environmental Assessment (EA) will be accepted through January 29, 2014.

Your comments and completed survey will help the project team determine key community concerns with the Minimum Reconstruction Alternative and assist in identifying a preferred alternative. Thank you for your participation.



Which alternative do you prefer? See the Public Hearing Handout for drawings of the build Alternative listed below.

X No Build Alternative
___ Alternative 1 (Minimum Reconstruction)

Why did you make this selection?

IF NO BUILD, MY 2ND ALT. IS TO RETAIN AS MANY PARKING SPACES IN FRONT OF THE BUILDINGS AS POSSIBLE

Do you have any concerns related to project (if so, please explain on reverse side):

___ Traffic Capacity
___ Construction Impacts
___ Access Issues
___ Noise Impacts
X Parking
___ Other

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

Parking is a major concern when I did a $2M RENOVATION ON THIS Building
Every space counts
PLEASE LEAVE AS many SPACES IN front of THE Building AS possible
THANK YOU

STAPLE / TAPE HERE FOLD HERE STAPLE / TAPE HERE

Affix Postage

US 61 (Tulane Avenue)
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

Appendix E: Traffic Summary

1 Introduction

Stantec, formerly ABMB Engineers, is a sub-consultant to URS Corporation providing traffic engineering services for the US 61 (Tulane Avenue) corridor in Orleans Parish, Louisiana. Stantec reviewed traffic analyses performed by Urban Systems, Inc. for the Veterans Affairs Medical Center (VAMC) and the University Medical Center (UMC) currently being constructed in the Mid-City neighborhood of New Orleans. The analyses considered the existing roadway configuration as well as a new roadway configuration design, which includes lane reductions. **Figure 1** shows the studied intersection locations.

Figure 1: Vicinity Map Showing Studied Intersections

2 Roadway Network

Tulane Avenue is currently a six-lane divided roadway with a narrow curbed median. It runs generally east/west and carries the US Highway 61 designation from Airline Drive to Loyola Avenue in downtown New Orleans. Signalized intersections are located along the Tulane Avenue corridor at the following locations:

- S Carrollton Avenue
- S Pierce Street
- S Cortez Street
- S Jefferson Davis Parkway
- S Broad Street
- S Galvez Street
- S Prieur Street
- S Claiborne Avenue

3 Future Conditions

The future roadway network proposes a reduction of Tulane Avenue from six lanes to four. The additional roadway width from the reduced lanes will be utilized for bike lanes, parking lanes, and a widened median section with the ability to accommodate left and right turn lanes. Bus turnouts will also be used on the far side of major intersections to remove buses from the traffic stream during loading and unloading of passengers. In some locations, there is also the possibility for some median closures to apply better access management principles. In general, the roadway improvements allow the geometry at many intersections to be improved.

Additional improvements in the area will result from construction of the VAMC and the UMC. The VAMC is currently being constructed in the blocks bounded by Tulane Avenue, Canal Street, S Galvez Street, and S Rocheblave Street. The UMC is being constructed in the blocks bounded by Tulane Avenue, Canal Street, S Claiborne Avenue, and S Galvez Street. Both of these projects will result in increased vehicular traffic along Tulane Avenue.

Also included in the VAMC and UMC projects are some changes to existing intersections:

- S Roman Street will become a signalized intersection to accommodate vehicles using the UMC and Louisiana Cancer Research Consortium parking areas.
- S Derbigny Street will be converted from one-way operation south of Tulane Avenue to two-way operation.

4 Traffic Volumes

Urban Systems, Inc. collected turning movement counts near the hospital developments, including counts along Tulane Avenue. The counts were performed along the Tulane Avenue corridor in September and October of 2009. The following locations were counted:

- S Broad Street
- S Galvez Street
- S Prieur Street
- S Roman Street

- S Derbigny Street
- S Claiborne Avenue

24-hour tube counts were also obtained along key minor streets located within proximity to each of the medical centers.

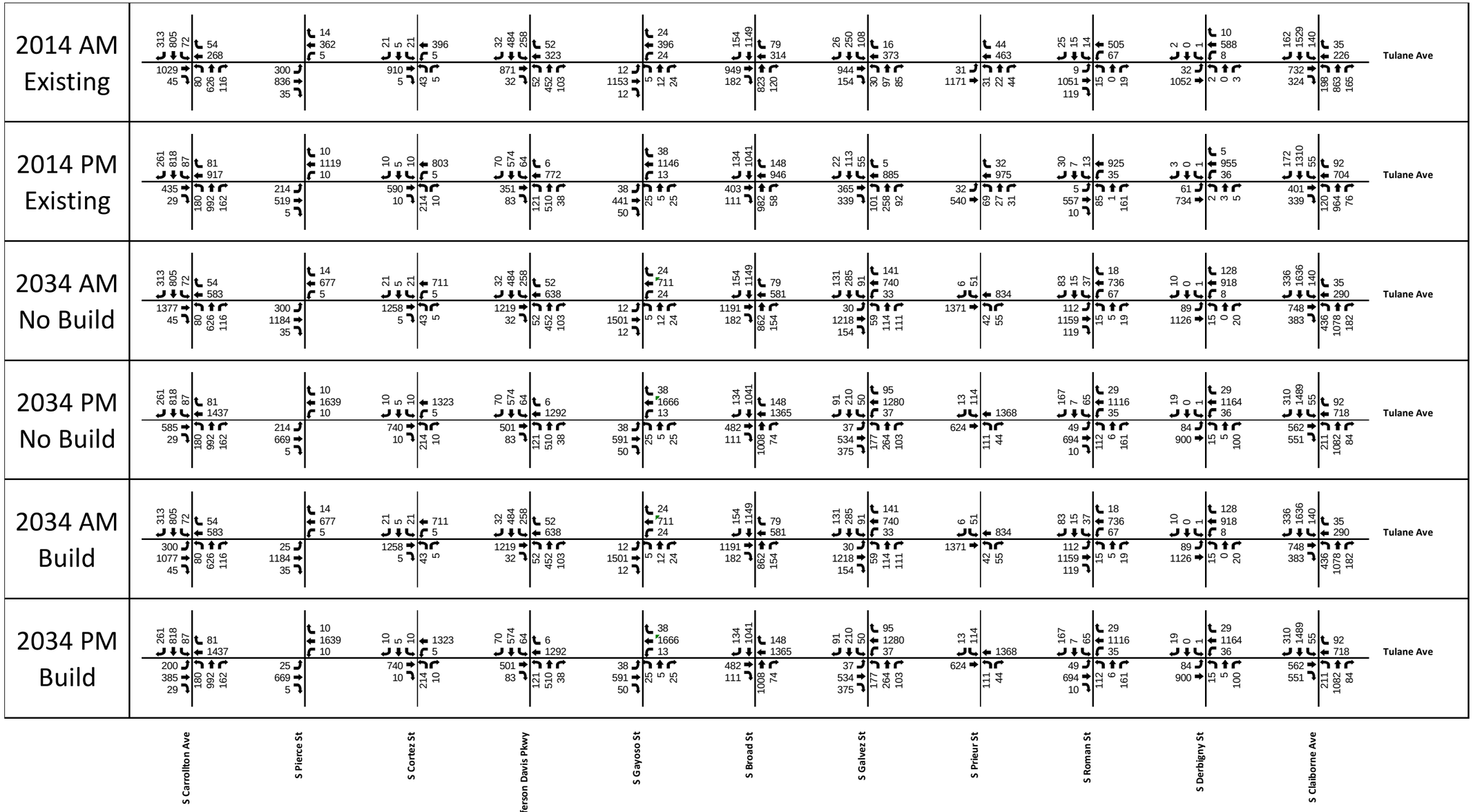
- S Prieur Street between Tulane Avenue and Palmyra Street
- S Roman Street between Tulane Avenue and Palmyra Street

Supplemental turning movement counts were collected by Stantec, formerly ABMB Engineers, at the following intersections along the Tulane Avenue corridor in early November of 2012:

- S Carrollton Avenue
- S Pierce Street
- S Cortez Street
- S Jefferson Davis Parkway
- S Gayoso Street

New vehicle trips were generated for all projected developments along Tulane Avenue using the ITE Trip Generation Manual. Developments considered during trip generation included the VAMC, UMC, Louisiana Cancer Research Consortium, Goodwill Industries, and several housing developments along the corridor. The trip generation predicted 31,440 new trips, 17,600 of which would use Tulane Avenue. These generated trips were added to the existing traffic counts to obtain future year "No Build" and "Build" volumes. The opening year of the roadway improvements is estimated to be the year 2014. The new developments considered are expected to open for business over the course of the next twenty years, from 2014 to 2034. Therefore, over the next twenty years the trips generated by the various developments will result in traffic growth of 32%, or an annual growth rate of 1.4%. This is a reasonable growth rate for a relatively built-out inner city area such as the corridor being studied. By contrast, over the past twenty years, the traffic along this corridor has remained relatively the same and may have even decreased. Therefore, no additional growth rates have been applied to the traffic volumes. The traffic volumes used in the traffic modeling are presented in **Figure 2**.

Figure 2: Traffic Volumes, Tulane Avenue



5 Operational Analyses

Traffic analyses were developed using HCS software (Version 5.2). HCS is a Highway Capacity Manual based software package.

To determine the impact of the future conditions, the intersections were analyzed to reveal any improvement to the Level of Service (LOS) for individual movements or effects on the overall intersection operation. The LOS was determined by calculating the delay at each approach using the model. Based on the seconds of delay, a LOS was determined for both the AM and PM peak hours. LOS's are rated from A (free flow of traffic) to F (total breakdown of traffic flow). LOS criteria for signalized intersections (based on the Highway Capacity Manual 2000) are presented in **Table 1**.

Table 1: Level-of Service Criteria for Signalized Intersections

Level of Service	Delay Range (seconds)
A	< 10
B	≥ 10 and < 20
C	≥ 20 and < 35
D	≥ 35 and < 55
E	≥ 55 and < 80
F	≥ 80

Each unsignalized intersection was also analyzed using HCS. LOS criteria for unsignalized intersections (based on the Highway Capacity Manual 2000) are presented in **Table 2** below.

Table 2: Level-of Service Criteria for Unsignalized Intersections

Level of Service	Delay Range (seconds)
A	< 10
B	≥ 10 and < 15
C	≥ 15 and < 25
D	≥ 25 and < 35
E	≥ 35 and < 50
F	≥ 50

The summary of results from the models can be seen in **Table 3 and Table 4** below.

Table 3: Summary of Signalized Intersection Results

	AM Peak						PM Peak					
	2014 Existing		2034 No Build		2034 Build		2014 Existing		2034 No Build		2034 Build	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Tulane Ave at S Carrollton Ave	23.8	C	47.1	D	29.5*	C*	21.4	C	37.1	D	53.7*	D*
Tulane Ave at S Pierce St	17.9	B	20.3	C	-*	-*	17.6	B	23.1	C	-*	-*
Tulane Ave at S Cortez St	6.4	A	6.2	A	5.2	A	16.8	B	14.1	B	14.0	B
Tulane Ave at S Jefferson Davis Pkwy	32.8	C	30.3	C	31.0	C	23.3	C	22.9	C	26.3	C
Tulane Ave at S Broad St	18.4	B	20.6	C	25.9	C	18.1	B	21.4	C	28.4	C
Tulane Ave at S Galvez St	12.2	B	13.7	B	18.2	B	12.9	B	26.4	C	20.0	C
Tulane Ave at S Prieur St	7.8	A	8.2	A	9.7	A	7.9	A	9.5	A	12.4	B
Tulane Ave at S Roman St	-	-	-	-	9.7	A	-	-	-	-	16.9	B
Tulane Ave at S Claiborne Ave SB	23.5	C	26.1	C	26.5	C	18.8	B	20.4	C	20.5	C
Tulane Ave at S Claiborne Ave NB	18.8	B	25.7	C	26.4	C	17.9	B	19.0	B	19.1	B

*NOTE: Build Condition includes addition of left turn movements at Carrollton Avenue, resulting in unsignalization at S Pierce Street

Table 4: Summary of Unsignalized Intersection Results

	AM Peak						PM Peak					
	2014 Existing		2034 No Build		2034 Build		2014 Existing		2034 No Build		2034 Build	
Tulane Ave at S Pierce St	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound (S Pierce)	-	-	-	-	-	-	-	-	-	-	-	-
Southbound (S Pierce)	-	-	-	-	-	-	-	-	-	-	-	-
Eastbound (Tulane)	-	-	-	-	9.3	A	-	-	-	-	16.6	C
Westbound (Tulane)	-	-	-	-	12.1	B	-	-	-	-	9.2	A
Overall	**-**	**-**	**-**	**-**	**9.7**	**A**	**-**	**-**	**-**	**-**	**14.5**	**B**
Tulane Ave at S Gayoso St												
Northbound (S Gayoso)	37.8	E	162.9	F	31.4	D	30.9	D	110.1	F	27.8	D
Southbound (S Gayoso)	-	-	-	-	-	-	-	-	-	-	-	-
Eastbound (Tulane)	8.3	A	9.5	A	9.5	A	12.3	B	17.9	C	17.9	C
Westbound (Tulane)	12.0	B	15.0	B	15.0	B	8.5	A	9.1	A	9.1	A
Overall	**25.1**	**D**	**92.5**	**F**	**22.8**	**C**	**21.4**	**C**	**64.1**	**F**	**21.9**	**C**
Tulane Ave at S Roman St												
Northbound (S Roman)	48.3	E	3273.0	F	-	-	49.0	E	1437.0	F	-	-
Southbound (S Roman)	47.8	E	885.4	F	-	-	28.6	D	1071.0	F	-	-
Eastbound (Tulane)	8.4	A	10.3	B	-	-	9.7	A	12.2	B	-	-
Westbound (Tulane)	11.8	B	13.7	B	-	-	8.8	A	9.5	A	-	-
Overall	**30.8**	**D**	**698.4**	**F**	**-**	**-**	**41.4**	**E**	**1093.9**	**F**	**-**	**-**
Tulane Ave at S Derbigny St												
Northbound (S Derbigny)	22.6	C	105.7	F	31.2	D	41.3	E	118.7	F	19.7	C
Southbound (S Derbigny)	15.5	C	21.0	C	14.0	B	22.6	C	23.9	C	14.8	B
Eastbound (Tulane)	8.9	A	12.1	B	12.0	B	10.3	B	13.3	B	13.3	B
Westbound (Tulane)	10.3	B	11.5	B	11.5	B	9.5	A	10.5	B	10.5	B
Overall	**10.9**	**B**	**35.6**	**E**	**16.8**	**C**	**13.0**	**B**	**62.2**	**F**	**15.9**	**C**

6 Multimodal Quality of Service

The Highway Capacity Manual 2010 includes a measure known as quality of service for comparing the performance of multimodal facilities. The method adjusts the levels of service for each of 4 modes—automobiles, bicycles, pedestrians, and transit—based on the geometry of the facility and their interaction together. The inclusion of a separate bike lane, for instance, greatly improves the level of service for the bicycle mode. The pedestrian level of service benefits from the use of bump-outs and median refuge at crosswalk locations. The use of bus bays should benefit both the transit and vehicular levels of service by separating out the modes. Overall, the roadway improvements should make this facility a more multimodal-attractive corridor.

7 VISSIM Model

In addition to the HCS analyses, traffic models were developed using VISSIM software (Version 5.4). VISSIM is a microscopic, time-step and behavior based traffic simulation program. It analyzes traffic operations, which are influenced by roadway geometry, lane configuration, traffic composition, and traffic signal timing.

For this analysis, HCS was used as the primary analysis software, with VISSIM as the secondary software. VISSIM is beneficial as a supplement to the HCS analysis CFI because it allows more detail for certain design parameters including roadway approach angles, stop bar locations, and turning movement conflicts. VISSIM also models the progression of vehicles through several intersections along the corridor.

The portion of Tulane Avenue corridor between S Broad Street and S Claiborne Avenue has been modeled in VISSIM as a representative sample of the entire corridor. Some screenshots of the VISSIM model follow along with a discussion of certain points of interest highlighted by the model.

Figure 3: Tulane Avenue at S Broad Street Intersection

The intersection of Tulane Avenue and S Broad Street shown in **Figure 3** shows a smooth flow of traffic through the intersection. There is no noticeable queuing along Tulane Avenue and there are modest queues on S Broad Street which clear with each signal cycle.

Figure 4: Tulane Avenue at S Rocheblave Street Intersection

The intersection at S Rocheblave Street shown in **Figure 4** serves as the main entrance along Tulane Avenue for employees of the VAMC. One of the recommendations of the VAMC traffic study was to signalize this intersection. With the proposed signalization this intersection operates well, with no queuing on Tulane Avenue, and modest queuing on S Rocheblave Street, which is typically around 10 vehicles long but which clears each cycle.

Figure 5: Tulane Avenue at S Galvez Street Intersection

The Tulane Avenue at S Galvez Street intersection is shown in **Figure 5**. Due to the boulevard section on S Galvez St, considerable queuing was occurring in the model resulting from the northbound left and southbound left turns from S Galvez Street to Tulane Avenue. This was remedied in the model by prohibiting all left turns at the main intersection and requiring all left turns to be completed using the U-turns on S Galvez Street. With this adjustment, all approaches operate efficiently and no substantial queuing occurs.

Figure 6: Tulane Avenue at S Claiborne Avenue Intersection

Additional intersections are shown in **Figure 6**. According to the UMC traffic study, the intersection of Tulane Avenue and S Roman Street is planned to be signalized. All four intersections shown in **Figure 6** operate smoothly with minimal queuing.

Figure 7: Tulane Avenue Transit Operation

While the corridor works very efficiently for the most part, there is some congestion when there is a transit vehicle present. Transit vehicles will cause some congestion over several blocks when they stop for loading and unloading of passengers. This occurrence is shown in **Figure 7** above. After the transit vehicle passes, the roadway returns to a normal, efficiently operating, state.

The turbulence caused by the presence of transit vehicles could be reduced through the use of bus turnouts to remove the transit vehicles from the traffic stream during loading and unloading.

8 Conclusions

Based on the results of the traffic analyses, there is expected to be some reduction in level of service with the construction of the new development projects combined with the lane reduction along Tulane Avenue. These reductions are expected to be minimal and are alleviated by improving existing intersection geometries and implementing more efficient signal timings. Also, the resulting levels of service for all intersections still fall within acceptable ranges for urban areas, with all intersections providing a LOS “D” or better in the design year of 2034.

The intersection of Tulane Avenue and S Carrollton Avenue results in the only LOS “D” on the corridor. The level of service at this intersection experiences the most significant reduction from the existing condition because of the reintroduction of left turns from Tulane Avenue onto S Carrollton Avenue. However, the addition of these movements allows the intersection of Tulane Avenue and S Pierce Street to be changed to unsignalized operation, which is viewed as a significant improvement since it will reduce the amount of “cut-through” traffic in the residential section. If the existing movements were to

be maintained, resulting in left turns at S Pierce Street instead of Carrollton Avenue, the existing levels of service could be maintained with no considerable increases in delay time.

Converting the Tulane Avenue corridor to a four-lane section should also encourage the use of alternative modes of transportation. The use of bike lanes and wider medians with the possibility of pedestrian refuge at larger intersections enhances the utility of bicycle, pedestrian, and transit movements. These alternative modal choices may reduce the number of short-distance vehicular trips.

Overall, the implementation of a four-lane section should work well on this corridor. Tulane Avenue is currently underutilized for a six-lane roadway. In addition, there are several other roadway corridors nearby—including Interstate 10, Poydras Avenue, and Canal Street—which provide access to this area and can act as alternative routes in the case of any incidents on this corridor.