



EXECUTIVE COMMITTEE #2

ROSA PARKS TRANSPORTATION CENTER • MARCH 16, 2016

State Project Number: H.004273.5

Federal Aid Project Number: H004273

AGENDA

- Welcome and Introduction of New Members
- EC Purpose and Member Roles and Responsibilities
- Overview of the I-49 Lafayette Connector Concept Refinement Process (January-June, 2016)
- Preliminary Draft I-49 Lafayette Connector Vision and Core Values and Feedback to Date
- Summary of I-49 Lafayette Connector Refinement Concepts
- I-49 Lafayette Connector Concept Refinement Process
- Next Steps in Public Outreach

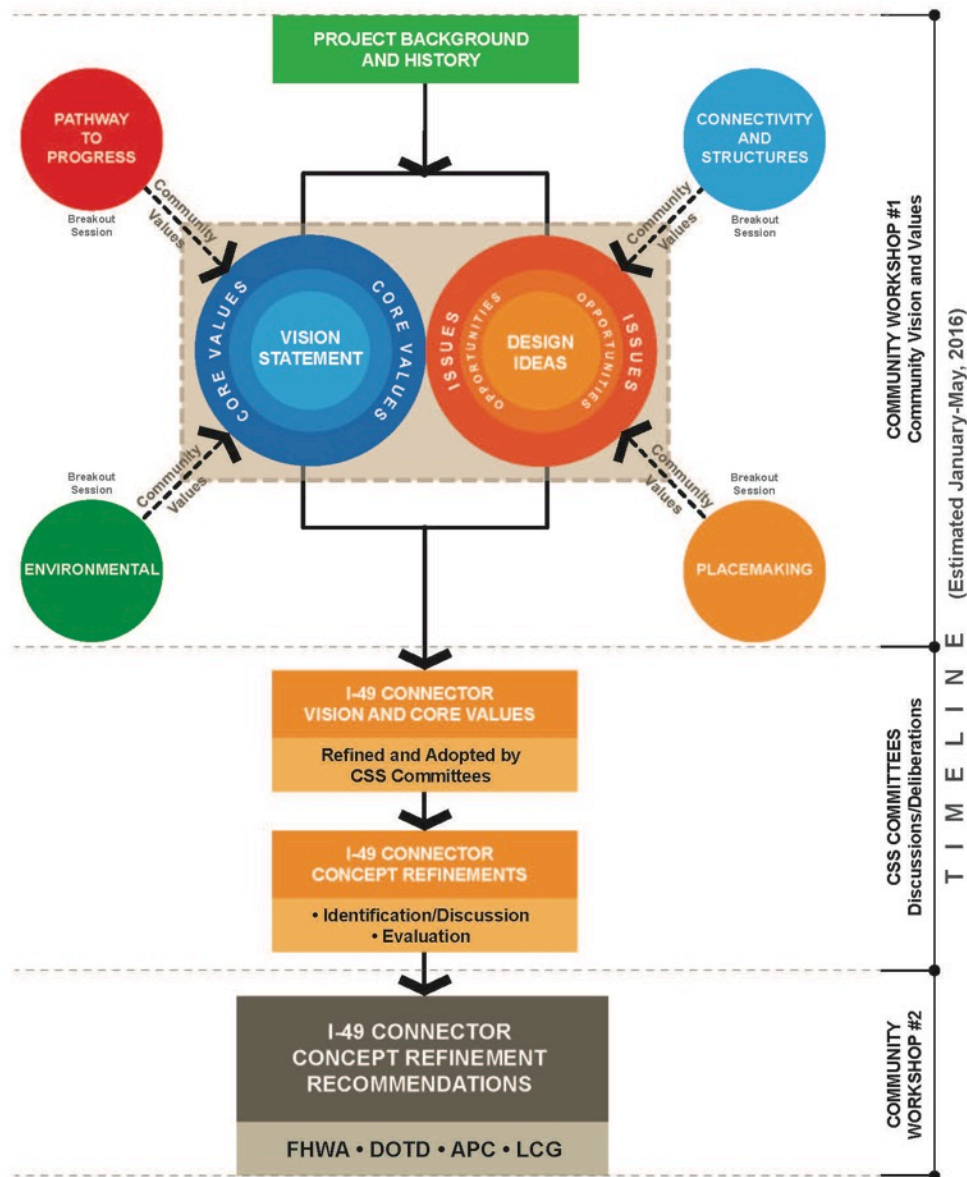


**EXECUTIVE COMMITTEE
MEMBER
ROLES AND RESPONSIBILITIES**



I-49 LAFAYETTE CONNECTOR REFINEMENT PROCESS

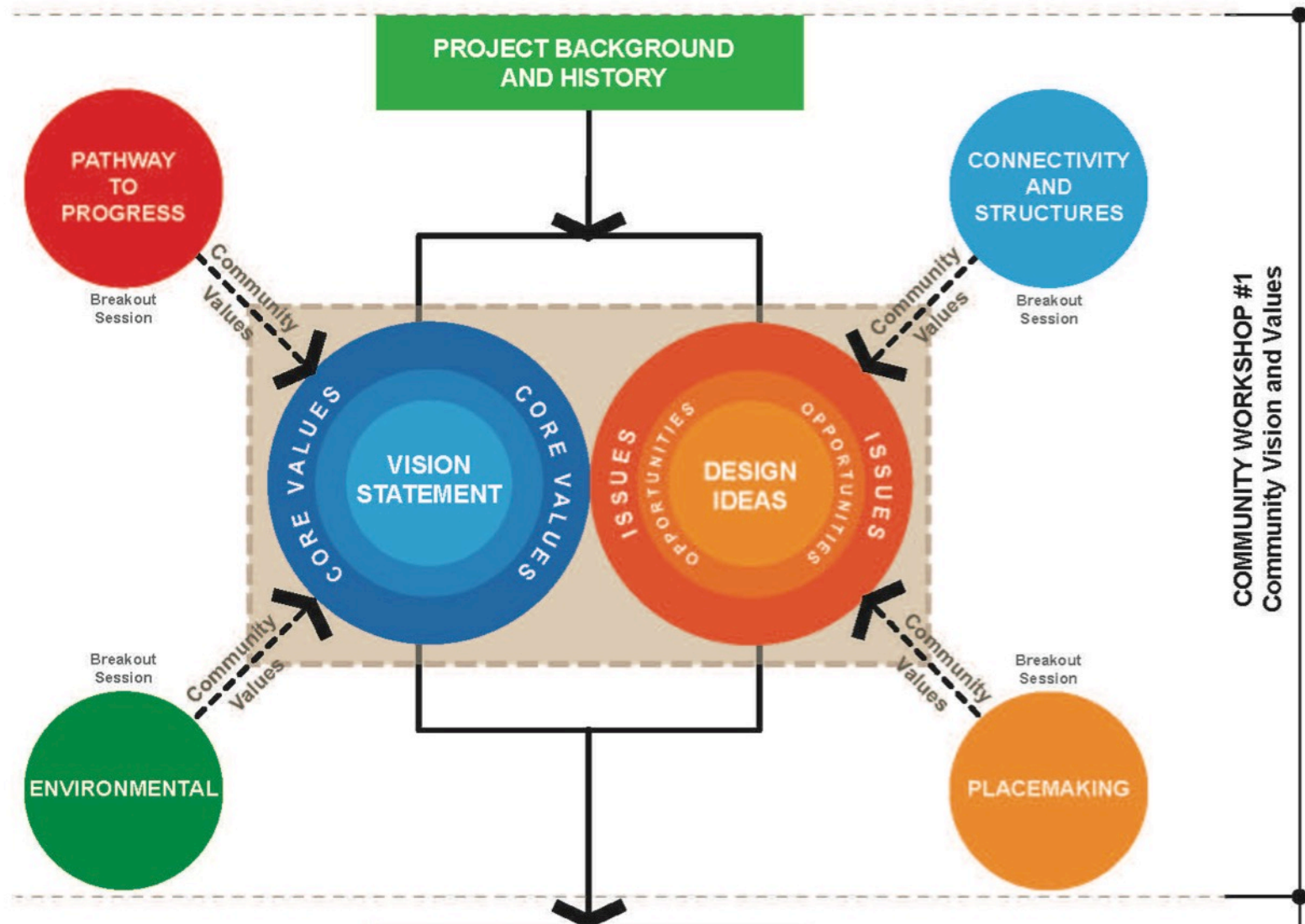
I-49 Lafayette Connector Concept Refinement Process



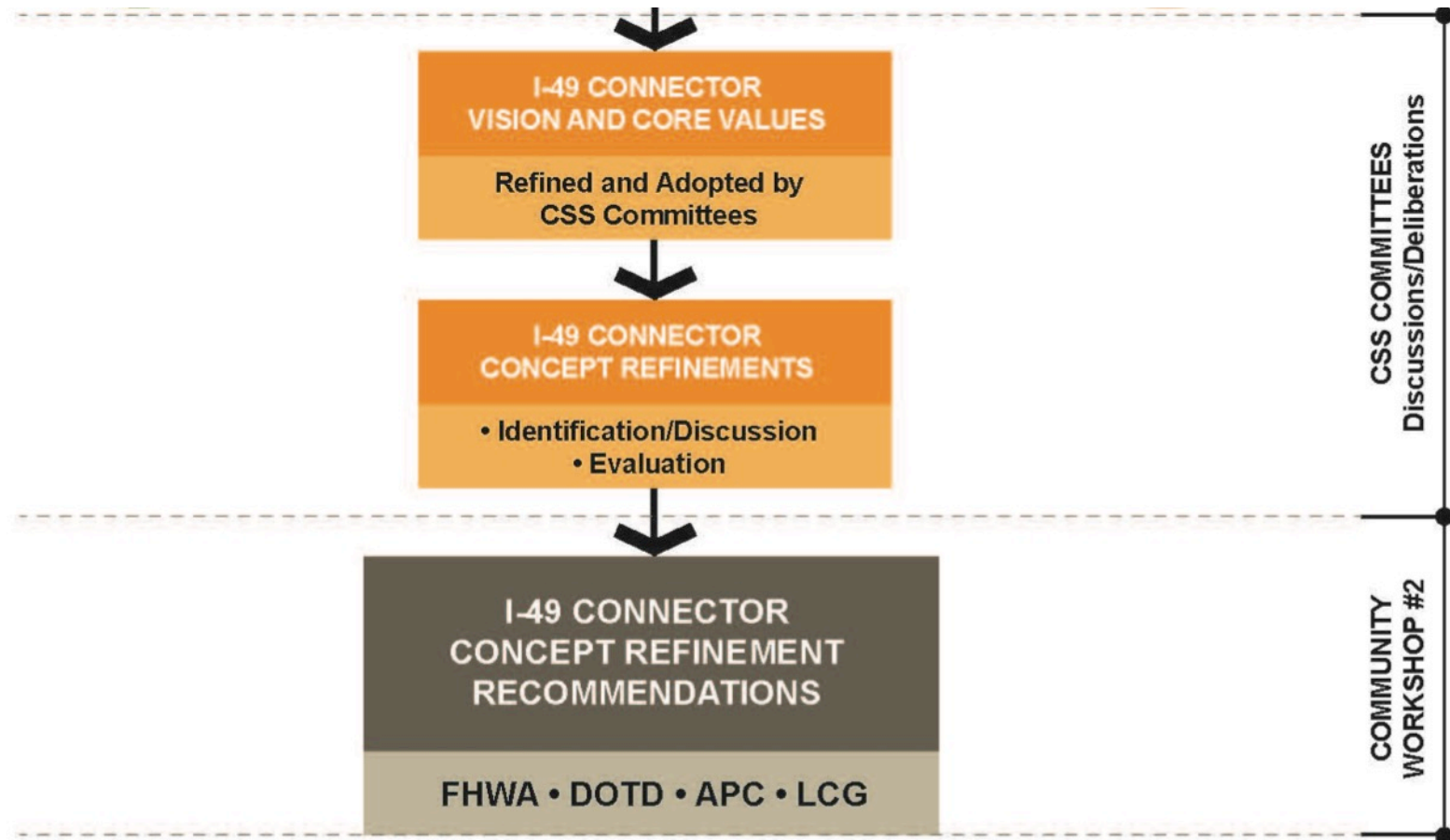
I-49 LAFAYETTE CONNECTOR CONCEPT REFINEMENT PROCESS

- Review and discuss the changes that have taken place in the community;
- Identify potential refinements to the I-49 Connector Concept; and
- Discuss and evaluate those potential changes from a community and technical perspective, and make final refinement recommendations.

I-49 LAFAYETTE CONNECTOR CONCEPT REFINEMENT PROCESS



I-49 LAFAYETTE CONNECTOR CONCEPT REFINEMENT PROCESS





COMMUNITY VISION AND VALUES WORKSHOP

Report Out

PURPOSE OF THE WORKSHOP

- Engage the broader community and share important information needed to fully understand the project
- Explain the refined Context Sensitive Solutions (CSS) process that is being initiated in January 2016, and future opportunities to become involved
- Identify Community Issues, Opportunities, Needs and Concerns that will contribute to formulating an overall project Vision And Core Values
- Identify preliminary community based ideas for potentially modifying the initial I-49 Lafayette Connector Corridor Concept

PATHWAY TO PROGRESS BREAKOUT GROUP

- Present Overview of I-49 Lafayette Connector Concept of 2003:
 - I-49 Horizontal Alignment – Bird's Eye **Plan** View
 - I-49 Vertical **Profile** – Up in the Air or On the Ground
 - I-49 Interchanges – **Access** Locations
 - **Local Streets** – Connections and Overpasses
 - **Neighborhoods & Coteries** – Adjacent Locations
- Identify Issues, Concerns, and Opportunities related to the Alignment Concept



COMMUNITY COMMENTS LOG/LOCATION



I-49 LAFAYETTE CONNECTOR

MAP 1		
BLUE	YELLOW	PINK
<p>1B1 Connect river to downtown via structure</p> <p>1B2 Love the interchange at Castile Ave. and Chalmette St.</p>	<p>1Y1 Would like more streets labeled on all maps in future</p> <p>1Y2 - A Messing up wetlands and its ability to receive back flow from Vermilion Bayou during flood and</p> <p>1Y3 - B Even at fair market value these homes can not be replaced</p> <p>1Y4 Interstates were meant to go around cities in original conception. Evangeline THWY bisected our city in 60's - don't do it again! Go around.</p> <p>1Y5 - C Taking too much land on either side of up road flood control</p> <p>1Y6 - D Berm at Louisiana through Jefferson will cut off connection; should be elevated</p> <p>1Y7 How much green space will be gained in the area?</p> <p>1Y8 Don't need elevated connector if you go around town!</p>	<p>1P1 Up and down / Up and down \$\$\$ Where is the limit?</p> <p>1P2 Underpass could disturb toxic</p> <p>1P3 - A Extension of runway into wetlands</p> <p>1P4 Contaminant Site</p> <p>1P5 - B Homes displaced here</p> <p>1P6 - C Info. On underpasses at RR; how far is the horizontal footprint</p> <p>1P7 - D Under rail road will create floods; time of construction will halt traffic across town</p> <p>1P8 Deepening the Johnston St./ underpass will go into the downtown too far</p>
MAP 2		
BLUE	YELLOW	PINK
<p>2B1 Eliminate University access airport from kaliste saloon</p> <p>2B2 - B Work with locals to plan did ROW on Thruway</p> <p>2B3 - C Move signature bridge behind Rosa Parks</p> <p>2B4 - D Opportunity to keep this open??</p>	<p>2Y1 River is underutilized in community - big development opportunity</p> <p>2Y2 - A Area along RR BNPI Polluted over years. No one have express concern on proved the area to be safe for environment</p> <p>2Y3 - B Economic development / neighborhood opportunity</p> <p>2Y4-G Johnston St. hazardous waste; depressed interchange; flooding</p> <p>2Y5-G Johnston St. takes up too much</p>	<p>2P1 Airport Encroachment</p> <p>2P2 - A Water quality environment</p> <p>2P3 - G Johnston St. Eliminate</p> <p>2P4 Draining into hazardous waste site</p> <p>2P5 - F Evaluate pedestrian/bike connectivity of Johnston interchange</p> <p>2P6 - H Wall between downtown and neighborhoods needs elevation</p> <p>2P7 - I Earth Berms</p> <p>2P8 - J Create more pedestrian and bike</p>

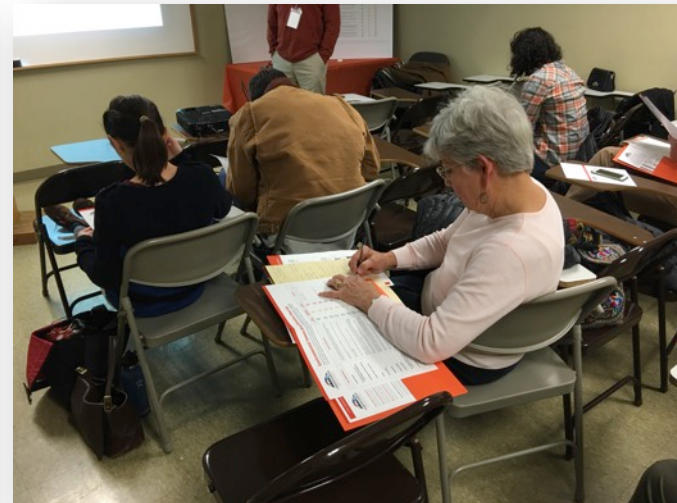
PATHWAY TO PROGRESS – KEY ISSUES

- Location and number of interchanges
- Low-height elevated section on-grade adjacent to Downtown
- Excessive use of bridge structures north of Downtown
- Neighborhood connectivity
- Concerns for roadway located in or adjacent to contaminated areas



ENVIRONMENTAL BREAKOUT GROUP

- National Environmental Policy Act (NEPA)
- Environmental Impact Statement (EIS)
 - Completed for the I-49 Lafayette Connector in August 2002
- Record of Decision (ROD)
 - Issued for the I-49 Lafayette Connector in January 2003
- Re-evaluation of the I-49 EIS and ROD
 - Ongoing





Environmental Issues Prioritization Exercise

Please check the **green**, **yellow**, or **red** boxes to tell us that the commitment is Most Important, Somewhat Important, or Least Important to you. In the column on the right you may add any additional comments regarding ROD commitments. Feel free to add any other issues at the bottom that are important to you and should be addressed by the I-49 Lafayette Connector design and construction.

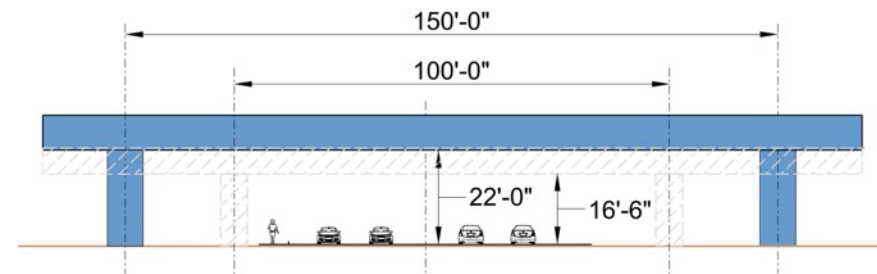
ROD COMMITMENTS	ISSUES ADDRESSED	MOST IMPORTANT	SOMEWHAT IMPORTANT	LEAST IMPORTANT	COMMENTS
1. Displacements	Provide comprehensive relocation assistance where displacements are unavoidable in accordance with federal law and the LCG Corridor Preservation and Management Action Plan, which is part of the Joint Cooperative Endeavor Agreement in the EIS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Standing Structures and Archaeological Investigations	Implement the 2002 MOA for archaeological resources in conjunction with the Corridor Preservation Plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Sterling Grove Historic District	Develop the Mitigation Plan for visual impacts to Sterling Grove in the 2002 MOA with public participation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Other Historic Properties	Consult with the SHPO regarding impacts to other historic properties.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Noise	Minimize construction noise using state and federal standards and stopping work near churches during services; mitigate noise impacts at St. Genevieve and LeRosen Schools through installation of acoustic windows; LCG would mitigate noise in new or rehabilitated properties through planning and zoning.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Air Quality	Minimize air quality impacts during construction using state and federal standards. No impacts are expected during operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Waste Sites	Make special consideration for construction in contaminated areas including, but not necessarily limited to, excavation of contaminated material; ensure permanent closure of underground tanks in right-of-way; and develop a construction plan to be approved by LDEQ to prevent the spread of contamination and to protect the Chicot Aquifer.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Water Quality	Impacted water wells will be closed to protect the aquifer and sediment and erosion control practices will be used to minimize problems during construction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Chicot Aquifer	Design with plan review and approval by USEPA, LDEQ, and others as appropriate, will be implemented to avoid contamination.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Lafayette Regional Airport Runway/Taxiway Displacement	Address all airport modifications needed to accommodate University Avenue Interchange; incorporate special design modifications to the interchange; mitigate any impacts to wetlands or other waters of the US in the right-of-way.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Wetlands	Minimize impacts to the possible area of wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Vermilion River	Design the bridge to accommodate a flood with a probability of happening once in 100 years; employ erosion control measures to minimize impacts during construction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

ENVIRONMENTAL EXERCISE – KEY THEMES

ROD COMMITMENTS (In order of rank)	Most Important	Somewhat Important	Least Important	Rank
9 Chicot Aquifer	91%	7%	2%	1
8 Water Quality	90%	7%	3%	2
7 Waste Sites	89%	9%	2%	3
18 Community Impacts and Cohesion	83%	16%	1%	4
1 Displacements	78%	22%	0%	5
6 Air Quality	69%	20%	11%	6
12 Vermillion River	68%	27%	6%	7
21 Joint Use Development Plan	67%	30%	2%	8
4 Other Historic Properties	66%	29%	4%	9
3 Sterling Grove Historic District	64%	30%	5%	10
5 Noise	64%	28%	8%	10
17 Local Access and Circulation	64%	36%	0%	12
20 Facility Construction	55%	41%	5%	13
14 Live Oak Trees	54%	37%	9%	14
11 Wetlands	53%	39%	8%	15
13 Parks (Section 4(f) and 6(f) Properties)	52%	34%	13%	16
15 Construction Debris	52%	29%	19%	17
2 Standing Structures and Archaeological Investigations	52%	43%	5%	18
10 Lafayette Regional Airport/Taxiway Displacement	48%	37%	14%	19
16 Destination Signing and Traffic Control Plans	48%	34%	18%	20
19 Corridor Preservation	48%	39%	13%	21

CONNECTIVITY AND STRUCTURES BREAKOUT GROUP

- I-49 Lafayette Connector Bridges
- FEIS/ROD Commitments
 - Urban Viaducts (i.e. long bridges)
 - Urban Signature Bridges (e.g., arches, cable supported)
- I-49 Lafayette Connector Bridges
 - Aesthetic Enhancements (e.g., texturing, shapes, color, etc.)
 - CSS Opportunities
 - Under Bridge Enhancement Opportunities



Connectivity and Structures Prioritization Exercise

Community vision and Values Public Workshop



Preference for Arch Supported Signature Bridge

Lusail Expressway Artscape, Doha, Qatar



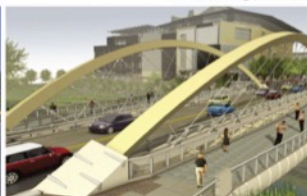
Like It

Arapaho Road Bridge, Addison, TX



Not Sure

2nd Street Bridge, Austin, TX



Do not Like It

Place your Colored Dots Here

Place your Colored Dots Here

Place your Colored Dots Here

Scoring Key: ● Like It ● Not Sure ● Do Not Like It

Connectivity and Structures Prioritization Exercise

Community vision and Values Public Workshop



Preference for Aesthetic Enhancements

Architectural Lighting



Like It

Architectural Shapes



Not Sure

Color and Texture



Do not Like It

Place your Colored Dots Here

Place your Colored Dots Here

Place your Colored Dots Here

Scoring Key: ● Like It ● Not Sure ● Do Not Like It

Connectivity and Structures Prioritization Exercise

Community vision and Values Public Workshop



Preference for Potential Uses Under Structure

Recreational Facilities



Place your Colored Dots Here

Event Spaces



Place your Colored Dots Here

Trails, Pedestrian and Bicycle Pathways



Place your Colored Dots Here

Scoring Key: ● Like It ● Not Sure ● Do Not Like It

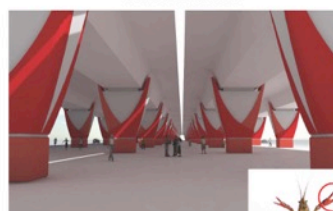
Connectivity and Structures Prioritization Exercise

Community vision and Values Public Workshop



Preference For Design Themes

Crawfish Theme



Place your Colored Dots Here

Cajun Accordion Theme



Place your Colored Dots Here

Scoring Key: ● Like It ● Not Sure ● Do Not Like It

CONNECTIVITY AND STRUCTURES – KEY THEMES

- Potential Uses Under Bridge Structures
 - Strong Support for:
 - Pedestrian and Bicycle Trail Systems **(76% Favor)**
 - Event Spaces **(69% Favor)**
 - Support for:
 - Recreational Spaces **(48% Favor)**
- Bridge Aesthetics Enhancements **(Support for: 50-60% Favor)**
- Arch-Supported Signature Bridges **(Support for: 42-50% Favor)**
- Cable Stayed Signature Bridges **(Support for: 43% Favor)**
- Cajun Accordion Themes **(Support for: 38% Favor)**
- Crawfish Design Themes **(Support for: 29% Favor)**



WORKSHOP VISUAL PREFERENCE SURVEY

- Understand transportation and land use concepts both **instantly** and **intuitively**.
- View and rate the **visual aspect of** and preference for community design images (either existing or proposed).
- Actively participate and **provide public input** as a factor in decision-making on design components that impact:
 - Community land use pattern
 - Scope/size/type of transportation facilities
 - Architectural styles
 - Built and natural environments
 - Site design features

ELEMENTS IN THE SURVEY

1. Intersections
2. Complete Streets
3. Traffic Calming Elements
4. Types of Connectivity
5. Multimodal Transportation Types
6. Gateway Marker
7. Under Structure Land Use Preference
8. Outside Structure Land Use Preference
9. Lighting
10. Acadiana Architectural Styles
11. Public Art



COMMUNITY WORKSHOP: PLACEMAKING

1. INTERSECTIONS

VISUAL PREFERENCE SURVEY

**A****B****C****D**

1	2	3	4	5
Strongly Unappealing	Unappealing	Neutral	Appealing	Strongly Appealing

PLACEMAKING – MAJOR PREFERENCES

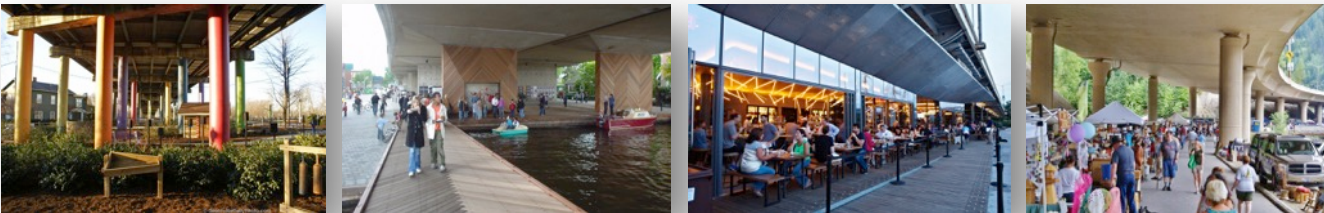
- Acadiana Architectural Styles



- Complete Streets



- Under Structure Land Uses



Visual Preference Survey Results will be available on www.LafayetteConnector.com

COMMUNITY VISION AND VALUES WORKSHOP

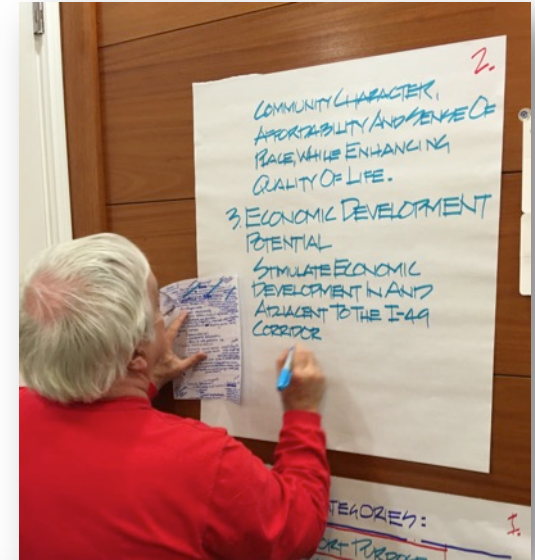
Overall Attendance	200+ Community Members
Pathway to Progress Exercise	560 Issues/Opportunities Identified
Environmental Exercise	1,800 Responses
Connectivity Exercise	800 Responses
Placemaking Exercise (Visual Preference Survey)	2,800 Responses
Comment Card Questionnaire	400 Responses

COMMENT ANALYSIS: 3 MAJOR THEMES

- Roadway / Bridge Structures
 - Interchanges: Type, Number, Location and Ramp Impacts
 - Roadway on Berm Adjacent to Downtown
 - Under Structure Clearances (e.g., downtown “gateway”, visual impacts, joint development opportunities)
 - Excessive use of bridge structures at North End of corridor
- Community Impacts / Connectivity
 - Connectivity across the I-49 Lafayette Connector corridor (e.g., pedestrian, bicycle, transit and vehicular)
 - Impacts on Adjacent Neighborhoods and Historic Districts
 - Access to Downtown as primary Economic Activity Center
 - Long-Term Neighborhood Revitalization and Development

COMMENT ANALYSIS: 3 MAJOR THEMES

- Environmental Impacts
 - Contaminated Site Impacts on Chicot Aquifer/ Groundwater
 - Wetlands Impacts (Airport Runway Extension)
 - Noise and Air Quality Impacts
 - Flooding in Depressed Roadway Sections





PRELIMINARY DRAFT VISION AND CORE VALUES

BACKGROUND FOR VISION AND CORE VALUES

- Project Launch Event
- Stakeholder Interviews
- Ambassador Program Presentations with Stakeholder Groups
- CSS Committee Meetings between October 2015 – January 2016
 - Community Working Group (CWG)
 - Technical Advisory Committee (TAC)
 - Executive Committee (EC)
- Public Workshop #1: Community Vision and Values
 - Pathway to Progress
 - Environmental
 - Connectivity and Structures
 - Placemaking (Urban Design)

BACKGROUND

- When the Context Sensitive Solutions (CSS) process began in 2015, community outreach, discussion and debate were focused primarily on one issue: **the design features of the corridor.**
- After speaking with hundreds of community members and agency stakeholders, it became very apparent that the **I-49 Lafayette Connector was much, much more.**
- Lafayette Community members came together through a collaborative community involvement process to plan and design a truly remarkable project – the **I-49 Lafayette Connector: Acadiana's Path Forward.**
- The unprecedented **spirit of collaboration** built through this project, and other recent collaborative accomplishments is still called upon today to tackle tough regional and local issues.
- **Many partnerships** have been developed on a joint use basis to complement the interstate corridor through central Lafayette, and provide **a variety of well-used civic and public facility projects.**
- **Community and Economic development** ventures within and immediately adjacent to the right-of-way, have also emerged and have created an activity corridor that is **uniquely Lafayette.**

VISION STATEMENT

- A path forward in terms of **regional transportation** that provides connectivity of an **international trade and energy corridor** so important to the region's economy and **economic stability**;
- A path forward in terms of **healing a community divide** that has festered for nearly five decades, that now includes **reconnected and revitalizing neighborhoods** and activity centers that are regaining their pride and sense of place, as well as remaining affordable and cherishing their historical heritage exhibited so strongly by older and recently-designated historic districts; and
- A path forward in terms of welcoming new **outstanding examples of mixed use development** supporting Downtown that buffers the adjacent I-49 Lafayette Connector corridor with transitioning land use densities to adjacent neighborhoods and provides opportunities for a lifestyle that embraces **work/play, sustainability, multi-modal transportation, and alternative employment scenarios**.

The end result is a community asset that serves as an outstanding example of a transportation project that "got it right" through a CSS approach, goes well beyond its original intended purpose, and brings to the fore a nationally-prominent case study of the successful linkage of transportation, land use, economic development, and sustainability.

CORE VALUES

- Multi-Purpose Transportation Corridor
- Urban Revitalization and Enhancement
- Economic Development Stimulation
- Community Connectivity
- Fulfilment of ROD Commitments and Related Design Strategies
- Environmental Remediation Along the I-49 Lafayette Connector Corridor
- Context Sensitive Solutions
- Multimodal Transportation
- Rigorous Community Engagement Process
- Enable Supportive Related Community Development Pattern
- I-49 Corridor Design, Innovation and Best Practice Example
- Recognition of Community Change in Refined I-49 Lafayette Connector Concept



**FEEDBACK RECEIVED
ON
PRELIMINARY DRAFT
VISION AND CORE VALUES**

DETAILED RESPONSE BREAKDOWN

	Question	Agree	Unsure	Disagree	Total
Vision Statement		26 (81%)	5 (16%)	1 (3%)	32
Core Value 1	Multi-Purpose Transportation Corridor	28	2	2	32
Core Value 2	Urban Revitalization and Enhancement	27	2	3	32
Core Value 3	Economic Development Stimulation	27	2	3	32
Core Value 4	Community Connectivity	24	6	2	32
Core Value 5	Fulfillment of Record of Decision (ROD) Commitments and Related Design Strategies	25	5	2	32
Core Value 6	Environmental Remediation	27	5	0	32
Core Value 7	Context Sensitive Solutions	27	4	1	32
Core Value 8	Multimodal Transportation	25	4	2	31
Core Value 9	Rigorous Community Engagement Process	29	2	1	32
Core Value 10	Enable Supportive Related Community Development Pattern	28	3	1	32
Core Value 11	I-49 Corridor Design, Innovation and Best Practice Example	29	1	2	32
Core Value 12	Recognition of Community Change in Refined I-49 Lafayette Connector Concept	25	5	2	32

STRONG AGREEMENT – KEY THEMES

- Very comprehensive, addresses all aspects of the I-49 Connector project as well as it's context.
- Covers all aspects to aid in enhancing commerce, work/play, sustainability, multimodal transportation and community development.
- Well stated; Corridor must become the healing catalyst to bring the community back together.
- Community facilities and assets developed within the right-of-way need to be valuable and useable by the community.
- Project has multiple benefits to Acadiana region and Lafayette (e.g. energy trade corridor, tourism, Interstate transport, gateway to community, and regional travel demand).

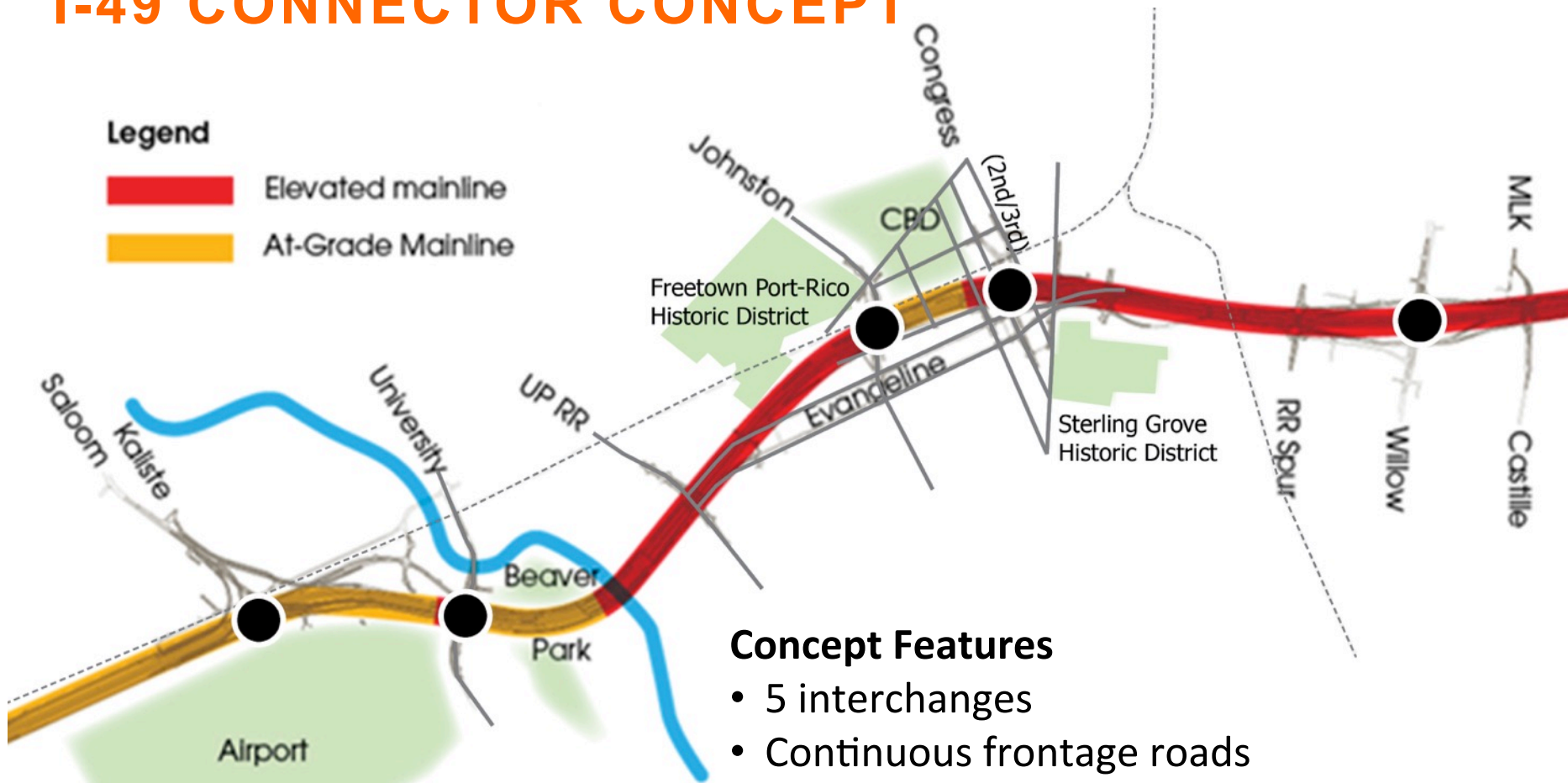


REVIEW OF I-49 LAFAYETTE CONNECTOR CONCEPT REFINEMENT IDEAS

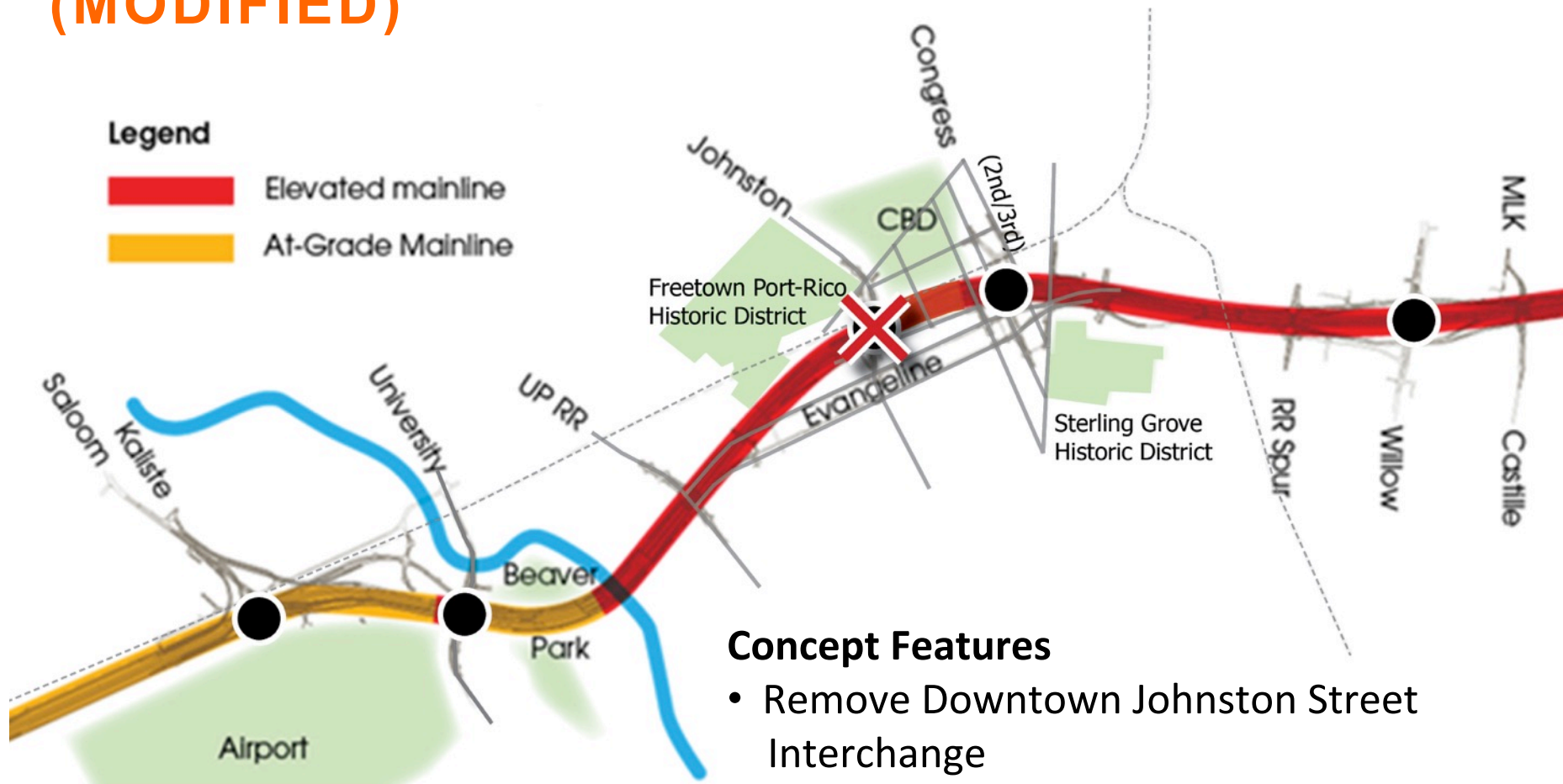
CONCEPT REFINEMENT IDEA SOURCES

- 2003/2004 I-49 Lafayette Connector FEIS/ROD
- 2006-2008 I-49 Lafayette Connector Functional Plan Refinements
- Key Stakeholder Interviews (e.g., DDA, One Acadiana, 705 Club)
- Partner Meetings (LCG, APC)
- Community Vision and Values Workshop Exercises
- Community Working Group (CWG) Input
- Technical Advisory Committee (TAC) Input

CORE AREA CONCEPT #1: EXISTING 2003 ROD I-49 CONNECTOR CONCEPT



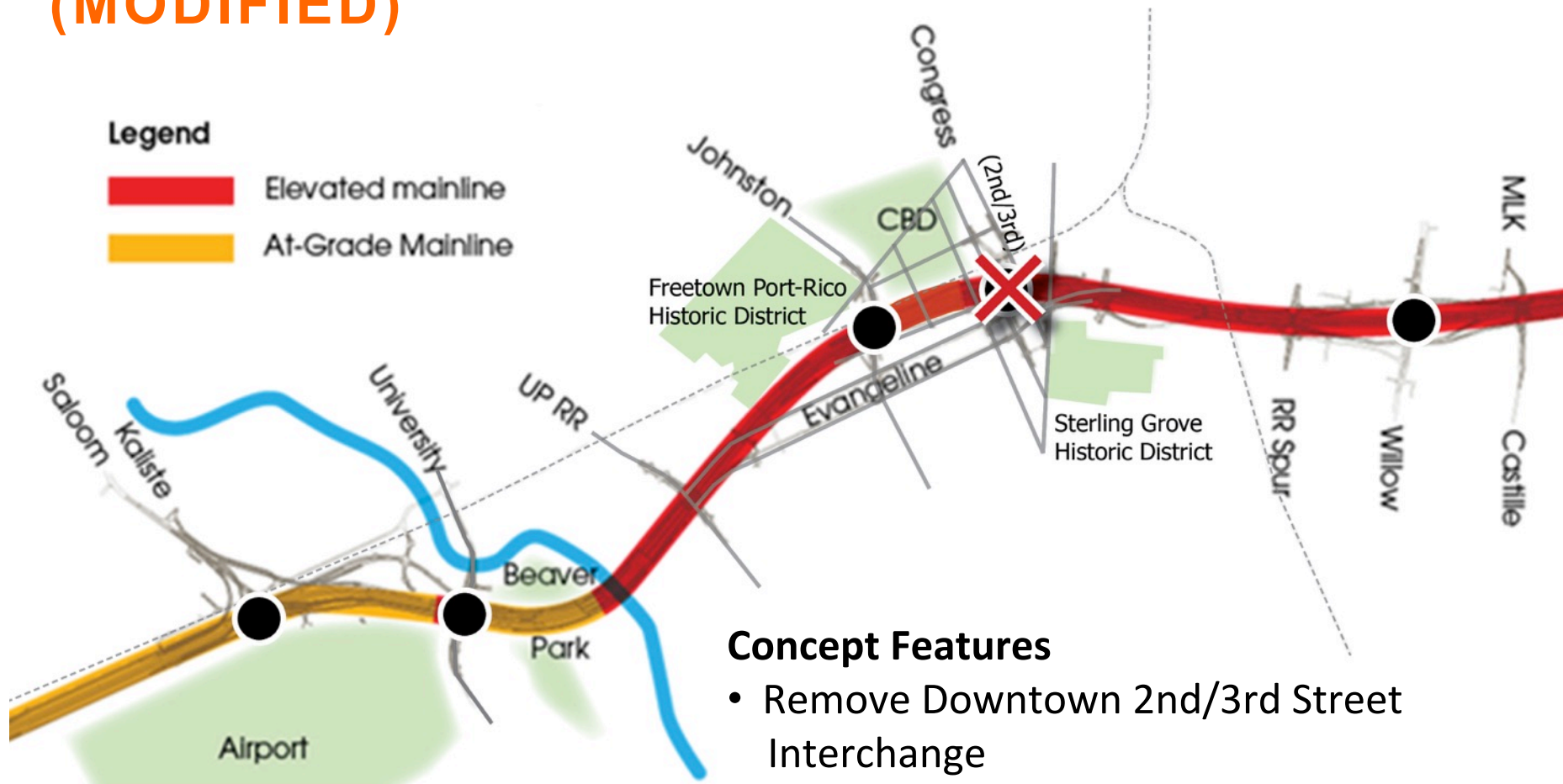
CA#2A: EXISTING I-49 CONNECTOR CONCEPT (MODIFIED)



Concept Features

- Remove Downtown Johnston Street Interchange
- Remove RR Underpass at Johnston Street
- Maintain Johnston Street as two-way Arterial

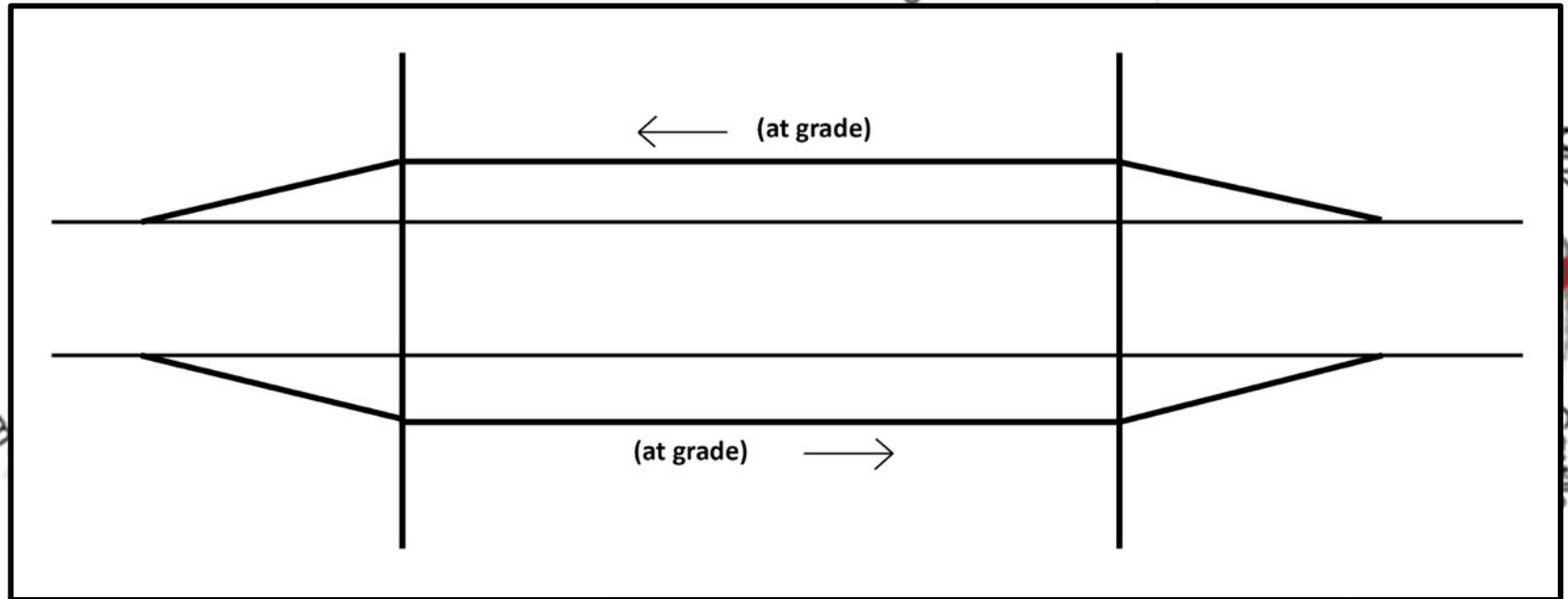
CA#2B: EXISTING I-49 CONNECTOR CONCEPT (MODIFIED)



Concept Features

- Remove Downtown 2nd/3rd Street Interchange
- Remove RR Underpass at 2nd/3rd Street
- Maintain 2nd/3rd Streets as one-way couplet

CA#3A: SPLIT DIAMOND DOWNTOWN INTERCHANGE, BETWEEN 2ND/3RD AND JOHNSTON STREETS



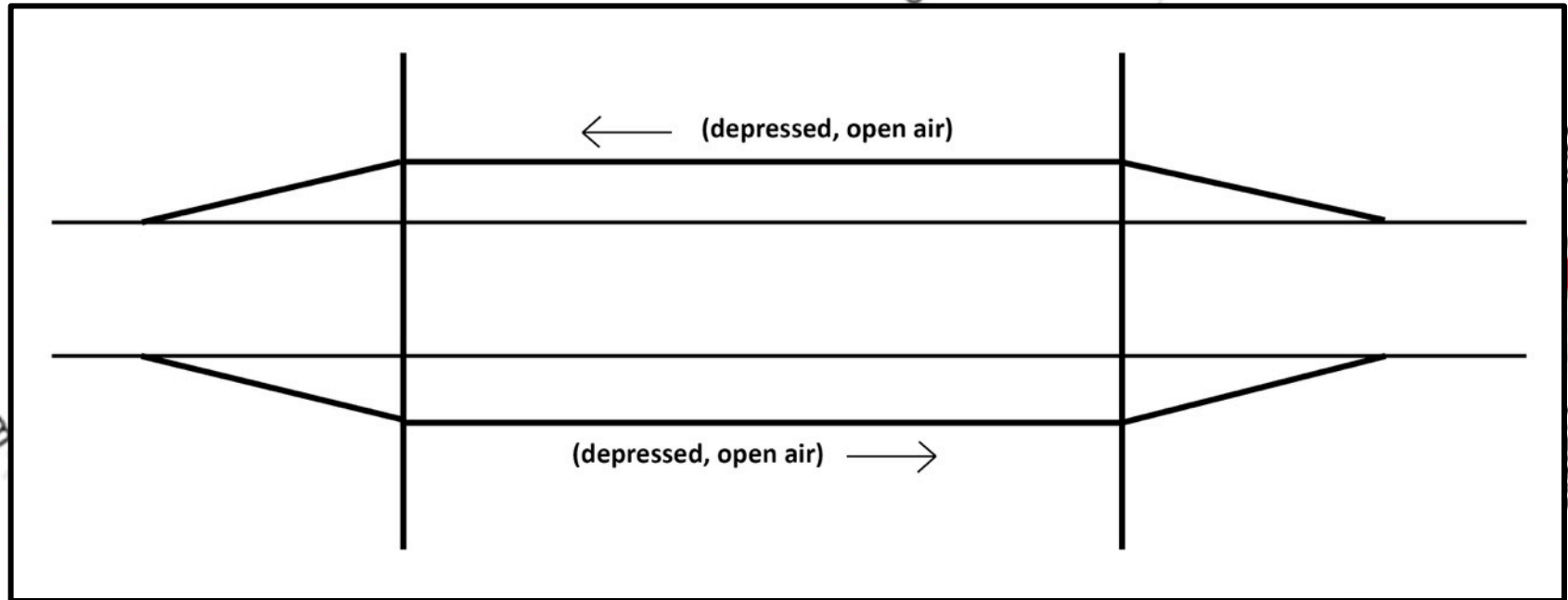
Concept Features

- One-way connecting roads, at-grade

Airport

Park

CA#3B: SPLIT DIAMOND DOWNTOWN INTERCHANGE, BETWEEN 2ND/3RD AND JOHNSTON STREETS



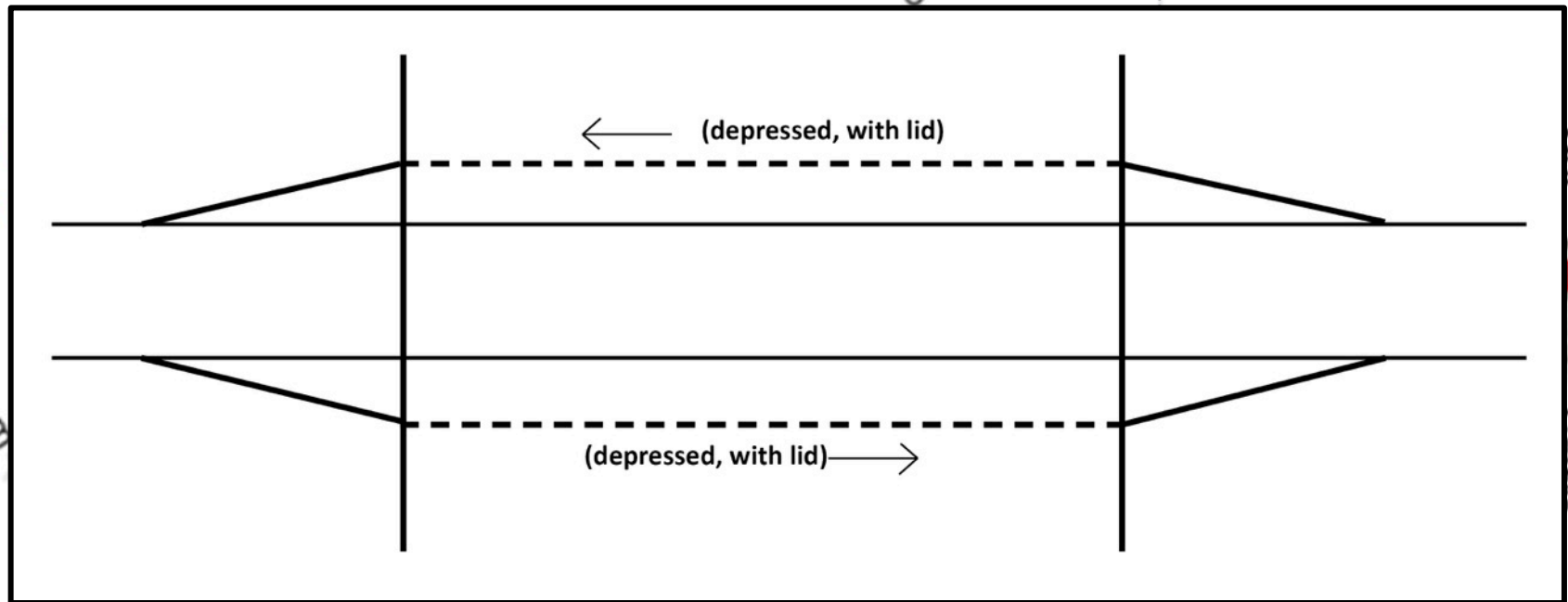
Concept Features

- One-way connecting roads depressed, open air

Airport

Park

CA#3C: SPLIT DIAMOND DOWNTOWN INTERCHANGE, BETWEEN 2ND/3RD AND JOHNSTON STREETS



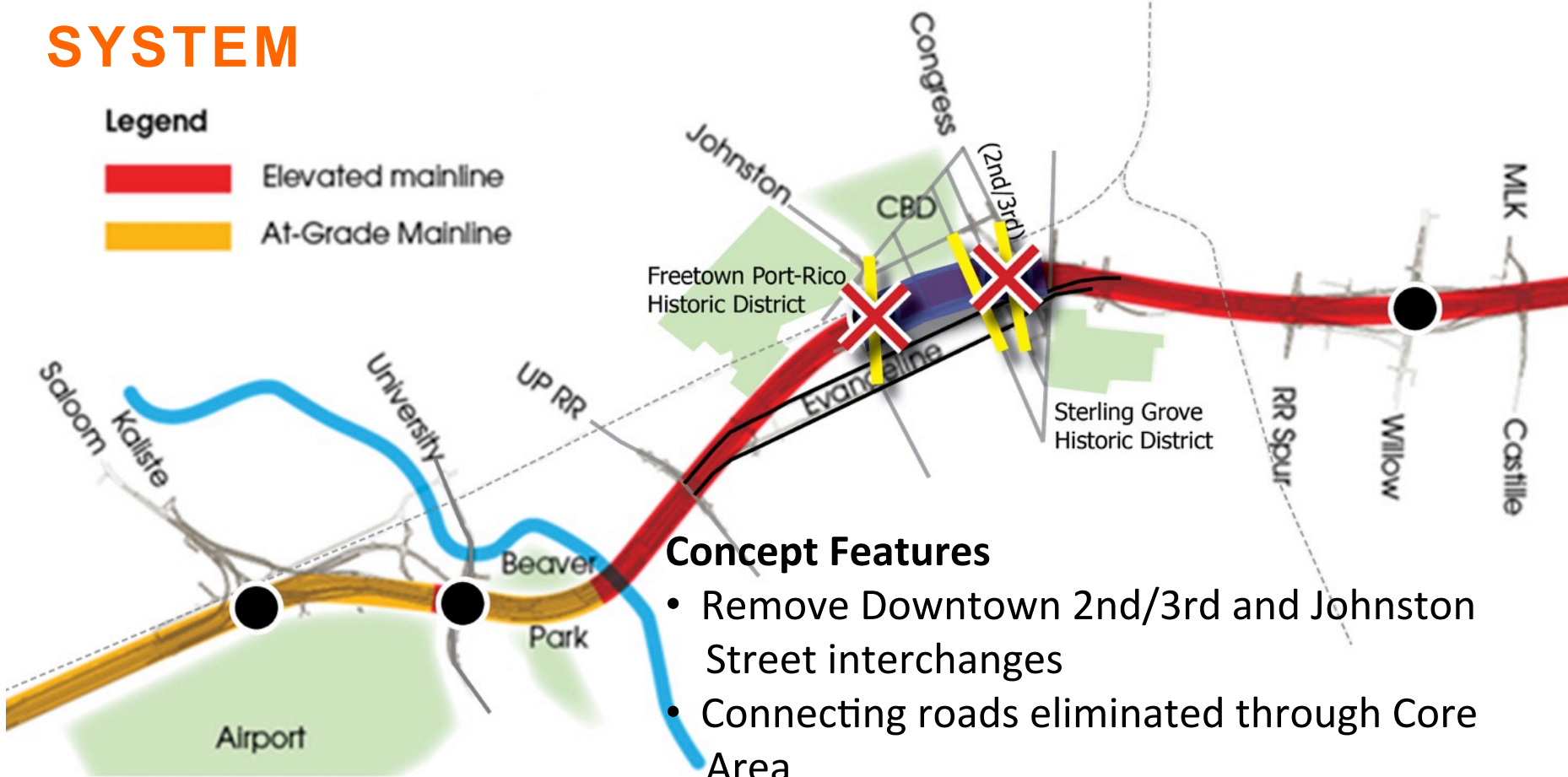
Concept Features

- One-way connecting roads depressed, with lid

Alrport

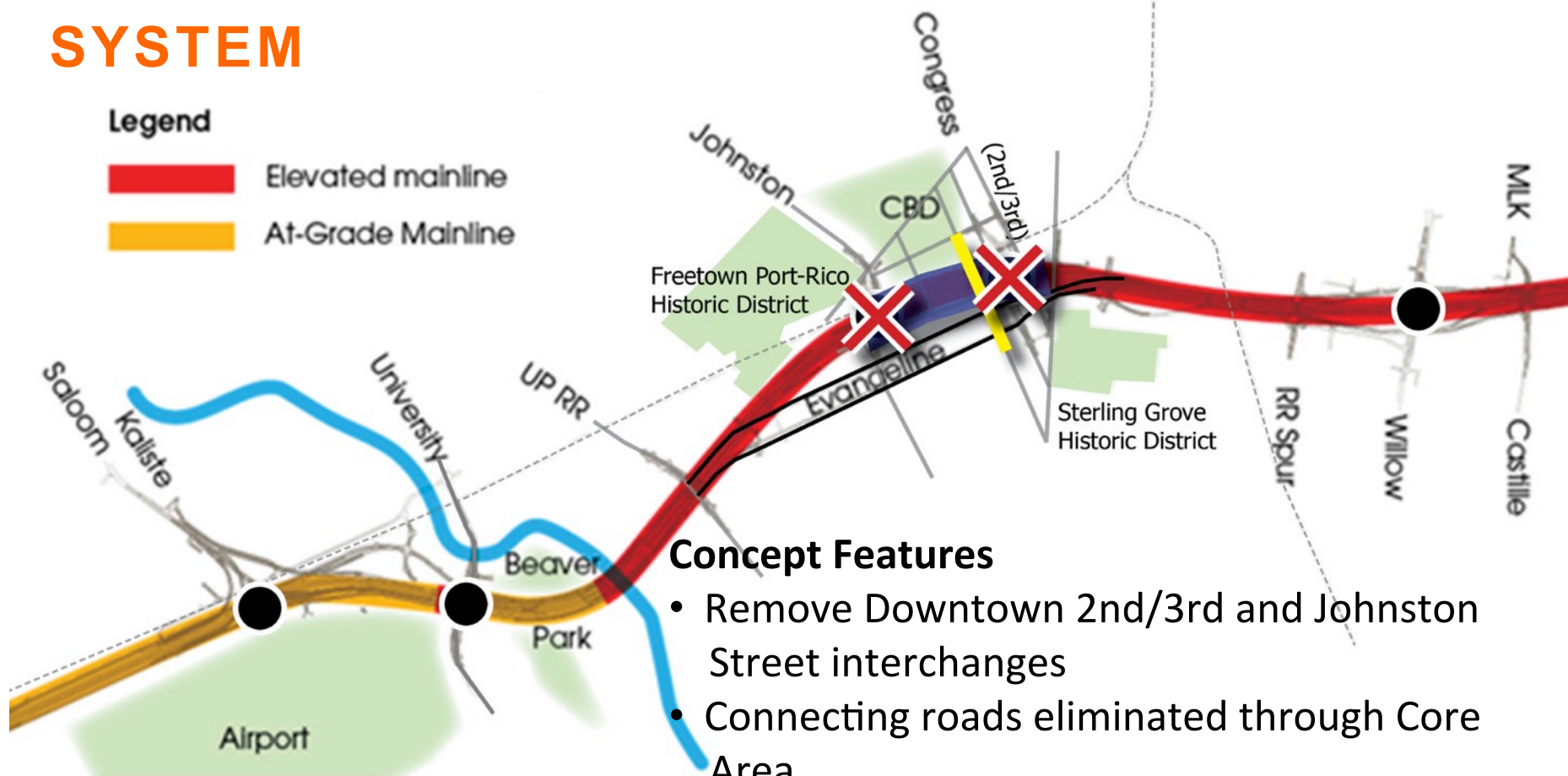
Park

CA#4A: EVANGELINE THRUWAY CONNECTIVITY SYSTEM



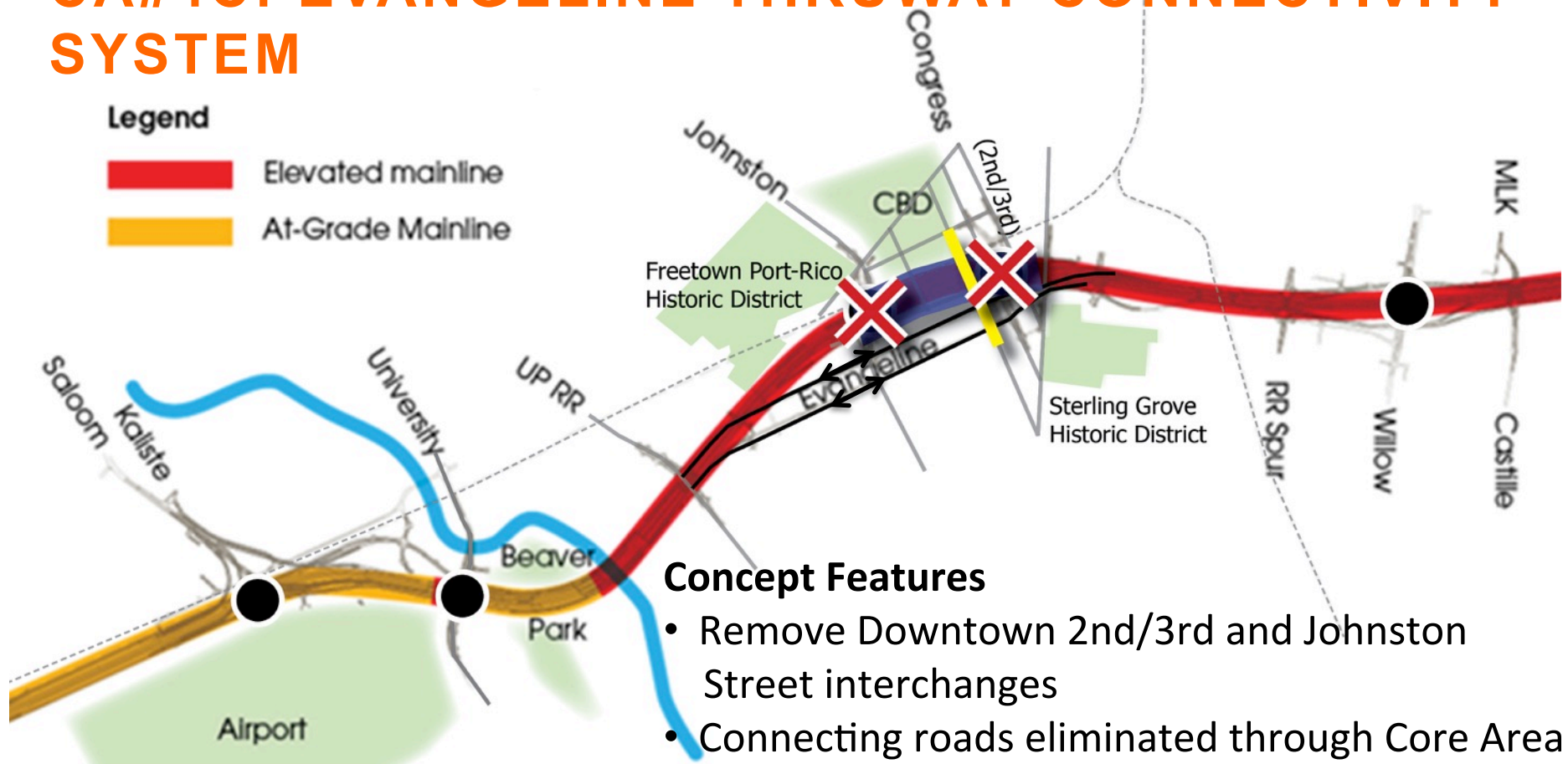
- Evangeline Thruway becomes one-way pair arterial connectivity roads with slip ramps (ramp pairs) to I-49
- 2nd/3rd and Johnston Streets become major urban arterial gateways to downtown, with potential for a Signature Bridge(s)
- Maintain RR underpasses at 2nd/3rd and Johnston Streets

CA#4B: EVANGELINE THRUWAY CONNECTIVITY SYSTEM



- Evangeline Thruway becomes one-way pair arterial connectivity roads with ramp pairs to I-49
- 2nd/3rd and Johnston Streets become major urban arterial gateways to downtown, with potential for a Signature Bridge(s)
- Remove RR underpasses at 2nd/3rd and Johnston Streets

CA#4C: EVANGELINE THRUWAY CONNECTIVITY SYSTEM



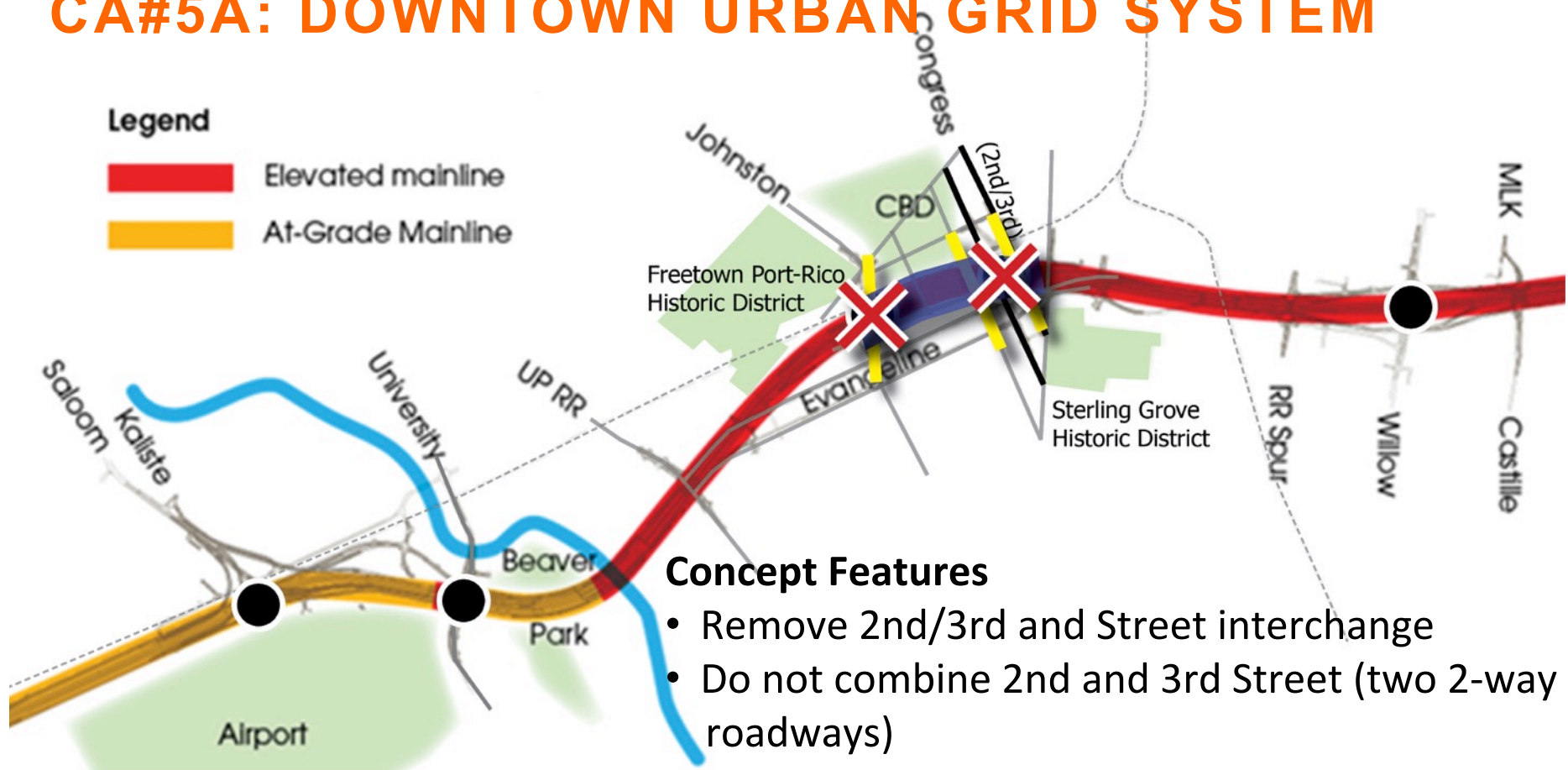
- Evangeline Thruway has one-way ramp pairs to I-49; investigate two-way corridors in between ramp pairs
- 2nd/3rd and Johnston Streets become major urban arterial gateways to downtown, with potential for a Signature Bridge(s)
- Remove RR underpasses at 2nd/3rd and Johnston Streets

CA#4D: EVANGELINE THRUWAY CONNECTIVITY SYSTEM



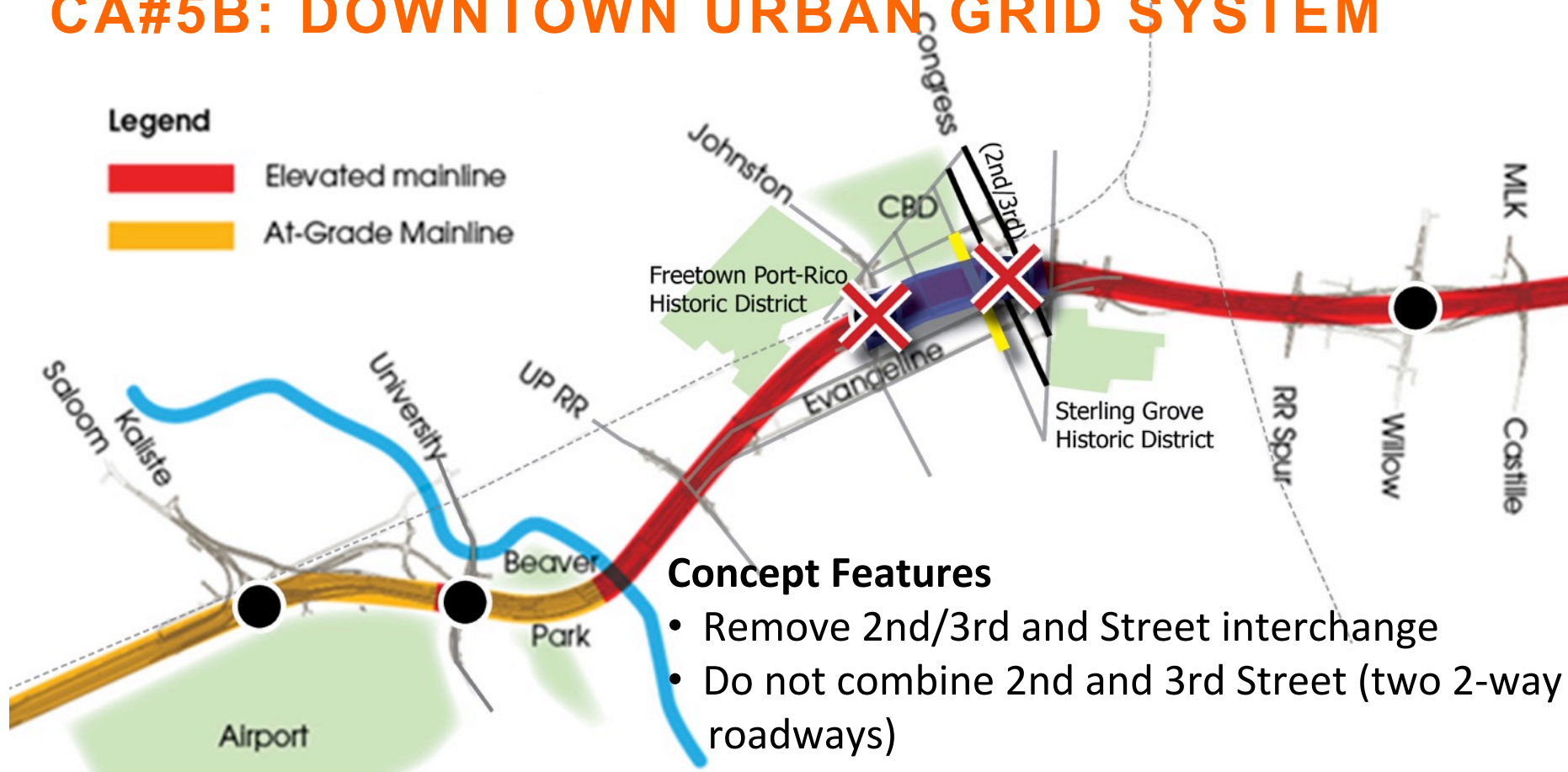
- Former Evangeline Thruway SB becomes two-way major urban boulevard, connected to I-49 slip ramps
- Former Evangeline Thruway NB becomes a local street
- 2nd/3rd and Johnston Streets become major urban arterial gateways to downtown, with potential for a Signature Bridge(s)

CA#5A: DOWNTOWN URBAN GRID SYSTEM



- Evangeline Thruway still connected to frontage roads, with one-way ramp pairs to I-49
- RR underpasses at 3rd, Jefferson and Johnston
- Signature Bridge in 3rd to Johnston Street area
- Re-establish Downtown Grid

CA#5B: DOWNTOWN URBAN GRID SYSTEM



- Evangeline Thruway still connected to frontage roads, with one-way ramp pairs to I-49
- No RR underpasses, except at Jefferson Street
- Signature Bridge in 3rd to Johnston Street area
- Re-establish Downtown Grid



REVIEW OF SPOT IMPROVEMENT ISSUES

SPOT IMPROVEMENT ISSUES

- Safe and convenient pedestrian and bicycle access across the north end of corridor in commercial district
- Bicycle access through Kaliste Saloom interchange to Lafayette Regional Airport
- Potential for a bike/pedestrian multi-use path along the full length of the corridor
- Potential to convert one of the local reconnected streets between downtown and adjacent neighborhoods into a bicycle/transit/pedestrian-only corridor
- Minimize footprint of I-49 Lafayette Connector corridor through central Lafayette without frontage roads
- Is bridge structure too extensive at north end of corridor?

SPOT IMPROVEMENT ISSUES (CONTINUED)

- Raise mainline bridge structures higher between 2nd/3rd and Johnston Streets to create “gateway” to downtown, but don’t over scale surrounding community (higher bridges have longer access ramps)
- Could bigger bridge structures have more significant environmental impact?
- Potential for two iconic signature bridges in downtown at 2nd/ 3rd and Johnston streets, with enhanced bridge between allowing reconnection with neighborhoods and access to Transit Center
- Could signature bridge also incorporate appropriate land uses? (e.g., farmer’s market sheds, event space)

SPOT IMPROVEMENT ISSUES (CONTINUED)

- Need for frontage roads through Beaver Park, disrupting riverfront trail connectivity (potentially elevate)
- How to lessen Lafayette Regional Airport impacts:
 - Runway relocation impacts
 - Wetlands impacts
 - Lessen height of I-49 Lafayette Connector and interchanges
 - FAA runway standards upgraded since 2003/2004
- Impacts to auto dealership as a result of University/Surrey interchange and frontage road locations
- Impacts to new hotel on Hugh Wallis Road at Kaliste Saloom
- Impacts to properties on north side of Kaliste Saloom, including homes at Wallis Estate and Episcopal School of Acadiana



INPUT FROM CSS COMMITTEES

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- Consider at-grade pedestrian and bicycle RR crossings with only roadways depressed (e.g., Johnston, 2nd/3rd Streets)
- Consider RR Underpass at Pinhook Road
- Maintain Cypress Street across any underpass on west side of RR in Freetown-Port Rico historic neighborhood
- Preservation of and access to Coburn Building
- Potential modifications to I-10/I-49 Systems Interchange to add capacity
- Need better Lafayette identification and entrance signage along I-10
- Need robust location and directional signage incorporated into I-49 Connector

INPUT FROM CSS COMMITTEES

- Examine redesign options for MLK/Castille linkage across I-49 Lafayette Connector corridor
- Examine the potential for DOTD to purchase entire contaminated parcel (over and above what is needed for transportation purpose) for Joint Development :
 - North: Johnston Street
 - East: SB Evangeline Thruway
 - South: Taft Street
 - West: BNSF RR corridor
- Optimize circulation and access for St. Genevieve Catholic Church along Evangeline Thruway
- Minimize visual impacts of bridges, other structures and local traffic on St. Genevieve Catholic Church
- Consider returning Evangeline Thruway to local streets, and add frontage roads along mainline through downtown area

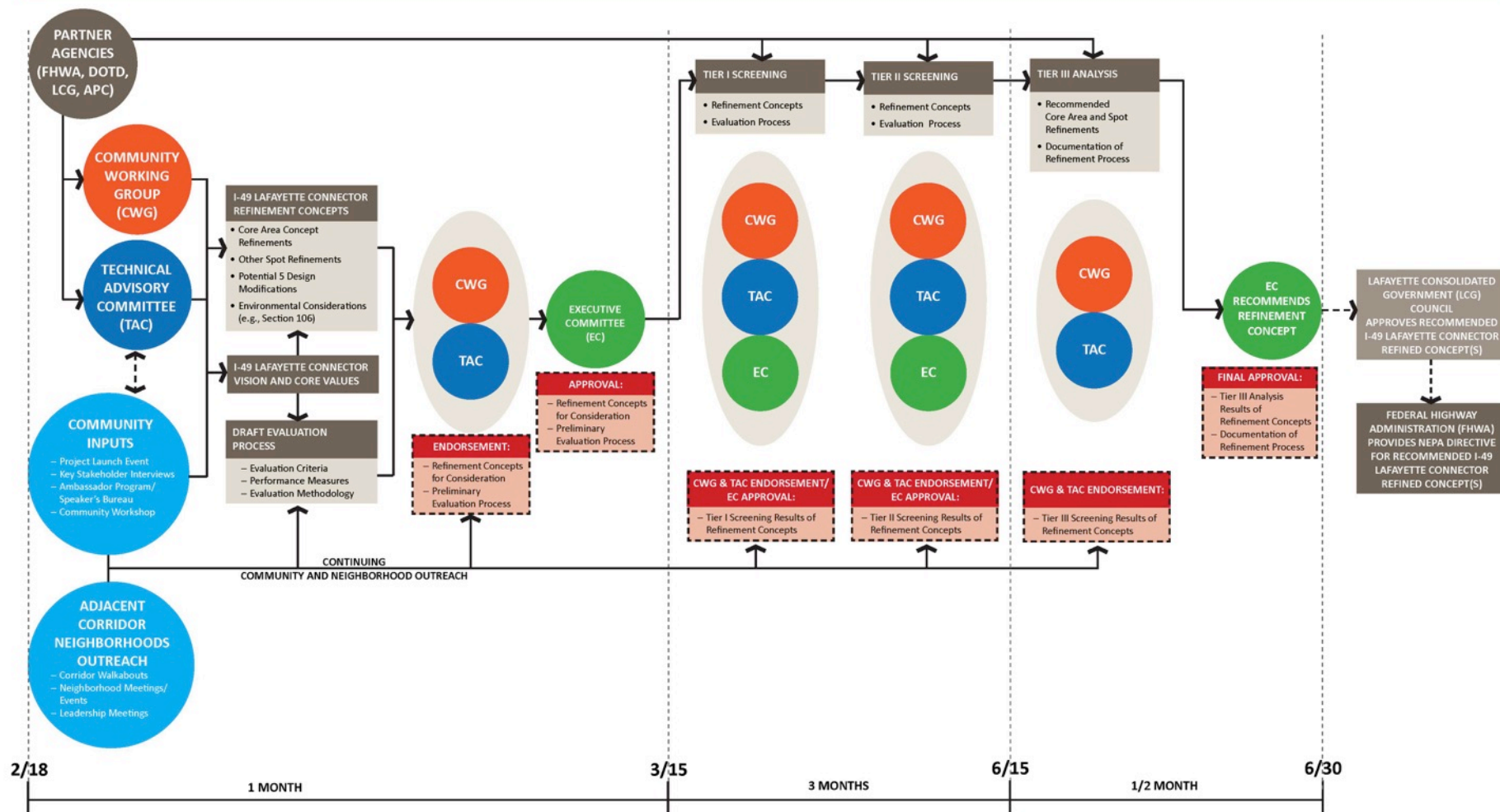


**I-49 LAFAYETTE CONNECTOR
CONCEPT REFINEMENT
AND
DECISION-MAKING PROCESS**

CONCEPT REFINEMENT AND DECISION-MAKING PROCESS

I-49 LAFAYETTE CONNECTOR CONCEPT REFINEMENT AND DECISION-MAKING PROCESS

Date: 02/24/2016



CONCEPT REFINEMENT AND DECISION-MAKING PROCESS

- I-49 Lafayette Connector Concept Refinement Ideas
 - Partner Agencies (FHWA, DOTD, LCG, APC)
 - Community Input Opportunities (Project Launch Event, Key Stakeholder Interviews, Ambassador Program/Speaker's Bureau, Community Workshop)
 - Adjacent Corridor Neighborhood Outreach (Corridor Walkabouts, Neighborhood Meetings/Events, Leadership Meetings)
 - Community Working Group (CWG)
 - Technical Advisory Committee (TAC)
- Draft Evaluation Process
- Endorsements from CWG and TAC (February)
- Approval from EC (Early March)

CONCEPT REFINEMENT AND DECISION-MAKING PROCESS

- Three-tiered Refinement Concept Screening/Evaluation Process
 - CWG & TAC Endorsements and EC Approval at every Tier of Screening/Evaluation
 - Higher Level Screening Process during Tier I and Tier II Screening
 - Detailed Evaluation Criteria applied during Tier III Evaluation
- CWG and TAC to Recommend I-49 Lafayette Connector Refined Concept to EC for Review and Approval
- Submit to LCG City Council for their consideration and adoption
- Submit to FHWA for consideration, acceptance and NEPA direction



PRELIMINARY DRAFT EVALUATION CRITERIA

PRELIMINARY DRAFT EVALUATION CRITERIA CATEGORIES AND EXAMPLES

- Engineering Considerations
 - Right-of-Way Requirements
 - Constructability
 - Implementation/Operating Costs
- Human Environment Considerations
 - Displacements
 - Impacts on Historic Properties
 - Noise Impacts

PRELIMINARY DRAFT EVALUATION CRITERIA CATEGORIES AND EXAMPLES (CONTINUED)

- Natural Environment Considerations
 - Wetland Impacts
 - Water Quality
 - Unique Vegetation Stands (Live Oak Trees)
- Community Context
 - Complementary to Adjacent Land Uses
 - Support for Economic Development
 - Opportunities for Joint Development

EVALUATION CRITERIA MATRIX FORMAT

[illegible]



**NEXT STEPS
IN
PUBLIC OUTREACH**

COMMUNITY-WIDE OUTREACH PROGRAM

SEPTEMBER 2015 - PRESENT

- Project Launch Event/Public Meeting (10/6/2015)
- Over 30 Stakeholder Interviews (September 2015 – Present)
- Website + Feedback (since 10/6/2015)
- Ambassador/Speaker's Bureau Program (November 2015 – Present)
- Community Workshop #1 (1/23/2016)
- CSS Committee Meetings (October 2015 – Present)
 - Community Working Group
 - Technical Advisory Committee
 - Executive Committee



NEIGHBORHOOD OUTREACH PROGRAM

- City Council Member Interviews
(September 2015 – Present)
- Neighborhood Leadership and Church Outreach Meetings (October 2015 – Present)
- Neighborhood Walkabouts
(February 2016 – May 2016)
- **Neighborhood Events Participation**
(March 2016 – May 2016)
- **Neighborhood Forums/Open Houses**
(June 2016)
 - McComb-Veazey/Sterling Grove Historic District
 - Freetown-Port Rico Historic District/Cropoville
 - LaPlace/TownFolk
 - Downtown Lafayette
 - North Gateway (MLK/Castille)
 - South Gateway (Kaliste Saloom)





LafayetteConnector

Acadiana's Path Forward

A **DOTD** CONSTRUCTION PROGRAM

THANK YOU