

**Tulane University Stadium  
Community Forum  
Parking and Traffic Presentation  
June 18, 2012**

Greg Otis: So please move forward if you want to engage in the conversation. I'd also encourage you to, if you're taking a seat in the back and don't want to engage, but feel the need through the process of the evening, by all means, come up and engage in a table. There are certainly whole tables open. You can take a seat at a table and/or fill-in anywhere you see an opening. If everybody can move forward, we will get the evening started.

I hope everybody had the opportunity to sign in as well and leave your e-mails. It's an opportunity for us to push information as we go forward. Panel are we ready? I think so. Good. All right.

Good evening everyone. My name is Greg Otis, President of GBBN, architects in Cincinnati Ohio. You wonder, what the heck is a guy from Cincinnati, Ohio doing here in New Orleans, talking about the development of the Stadium? I'm actually very pleased to do so. I get the opportunity, as an architect having worked on college campuses all across the country, to design sporting venues of all different sizes, indoor, outdoor, competitive practice venues, etc., and so I know this building type particularly well.

And I'm joined this evening by Ron Kull from our office, who is a Senior Planner, formerly the University Architect for the University of Cincinnati, and led that transformation over about a 16 year period. Prior to being the University Architect, he was also the City of Cincinnati's Architect and led a lot of urban planning initiatives over the course of a couple of decades.

So both of us have a great deal of familiarity with this particular topic and the development of stadiums, and specifically the engagement between universities and their surrounding neighborhoods, which is obviously where your hearts and minds are this evening. We are here to talk about the Tulane Stadium, the development of a project of some 30,000 capacity venue on the campus of Tulane University.

We know that there is a great deal of emotion that's been developed around this topic over the course of months. And we have been asked, Ron and I, to facilitate a conversation which basically takes the vast numbers of population of interested citizens and break it down into a way that we can actually engage in a

factual dialogue in order to bring out the facts about the project, dispel any of the issues that may be more rumor-oriented, and really push the information as we possibly can to you.

I want to take the opportunity to make some introductions. I've introduced both Ron and I. I believe Susan Guidry is here representing-- Councilperson Guidry is here. And are there any other elected officials? Yes?

Councilperson  
Clarkson:

Jackie Clarkson.

Greg Otis:

Jackie Clarkson is also here, representing her constituency. Any other staff members--

Councilperson  
Clarkson:

The whole city.

Greg Otis:

The whole city. Chairperson. Are there any other elected officials and/or staff members from elected official's offices? Here, there are representatives from Tulane University here that are in this particular area and around, and they're here obviously to hear the conversations that we have here this evening and help facilitate also the conversation and advance the design of the Stadium.

Representing the design team, representatives from Gould Evans and Lee Ledbetter Associates -- we're joined here this evening by Robert Riccardi, who's going to make a presentation about advancement of the design itself. Representing the project manager, SMG-Tobler, will be Doug Thornton, leading the conversation here. Doug will also be available for Q&A.

I think a representative from the construction manager, Woodward, is in the room and will not be making a presentation, but will be here and listening to your concerns.

First and foremost, the topic this evening will be around circulation and parking. The first venue that we had, the first forum that we had last week was around the design and use. And by the way, how many people were here for forum number one? That's terrific. I saw a lot of familiar faces. About half of you and half of you are new.

So we'll go through the format, and what's on the tables here in a second, but today's conversation is really going to be a presentation about the design advancement issues that were really

hot topics from your table talks-- table work-- the first time, plus circulation and parking.

So making presentations this evening, Dennis Finigan from Urban Systems. Dennis, where are you? Raise your hand. Thank you very much. And SP Plus Gameday, Don Jordan. Don will be making presentation on how the management, if you will, of the circulation and the onsite and in the neighborhood, the parking is going to be handled.

Also with us this evening will be a series of table hosts, which I'll describe here in a minute. Obviously, there's paper set out on these 15 tables, so we're going to ask you to participate. And there'll be students from Tulane University's School of Architecture. Those of you that are in the room, please raise your hand. They'll be working around the periphery and helping with the development of this.

So, what are we here to do? You'll notice that this format is a little bit different. Those that were here the first time can educate those sitting next to them. We have on the table here a means of participation and we'll get into the details, but what we're looking for is your input, your questions, your concerns, those things that you just don't have clarity on, and if we can answer those questions at any time this evening, we are going to do that.

So the first half of the evening is going to be presentation. The second half is going to be work sessions and then a Q&A. On the table here is the agenda that you'll see. There's also two bits of fact information that we're trying to utilize to communicate the answers as they come. The forum number one was a great means of facilitating the issues, getting the issues out, some of which were known, some of which were new.

And there's a community concerns and response document that answers each of those questions to the extent possible and if they can't specifically, because the design just hasn't been developed yet, it gives some anticipation of timeline as to when those questions can be answered in the process, the natural process of the design.

Also, on each of the tables as well as on the center table here in the foyer are suggestions cards. And you can use these cards to communicate with us as well, because we're looking at the broadest set of issues that can be developed and communicated with us. So, without further ado, I think we are ready to dive into

the presentations. What I would ask in the process is that you follow along the presentation, hold your questions, jot them down, and then use the table work for your opportunity to get those questions out. So Doug Thornton, take it away.

Doug Thornton:

Thank you. Welcome, everyone. My name is Doug Thornton. I'm with SMG, and as Greg mentioned, we are here to talk about parking and traffic. Can you advance the slides for me? My advancer is not working. Thank you.

So before we get started, I want to just take a moment and go through the agenda, and highlight some of the things that were going to be talking about tonight as we go through the presentation. We're going to answer these questions for you.

The first item is the timeline. As you heard in the last presentation, as with the architectural design process, there is a process for opening the Stadium. We're in the pre-opening phase. Actually, we're in the pre-construction phase. We're way ahead of the curve in terms of our planning, but we'll talk about that in a minute.

We're also going to share with you some comparable case studies of similar university environments that have conditions that are very much like Tulane's, where you have a park-and-ride shuttle system in an urban context. Don Jordan will share some case studies with you. We'll also hear from Dennis Finigan from Urban Systems.

He'll talk about the parking demand analysis and parking solutions that we've come up with. Parking is essential to any Stadium operation. As you know, moving people in and out is important to the process. And we're going to show you how-- demonstrate to you how that can be done here in a very easy way.

In terms of the spectator workforce departure and arrival sequence, we'll speak to you about that. I know that's of interest because we do have a park-and-ride shuttle program that is planned as part of our operation. And finally, the control measures, the restricted access zones as we call them, around the stadium itself. We'll take you through that towards the end of the presentation.

Let me just remind you about the team that's here tonight: SMG, our company, a very experienced stadium operator. We operate stadiums around the country, around the world. Obviously the one here down the street, the Mercedes-Benz Superdome. We have been providing operational information to our parking and traffic

experts, game day operational information, so that they can do their work.

On our team is Urban Systems, which is a local company that specializes in traffic engineering and transportation. They're consultants that have been around for 38 years. They have a lot of experience. They have developed a parking demand analysis, and have done an inventory of available parking in the area. So you'll hear from Dennis Finigan. He'll tell you about some of the proposed solutions to meet those demands that he's going to describe for you.

And then finally, we have asked SP Game Day--Don Jordan, who works for a very large firm. They are national. And they specialize in transportation logistics. We have actually worked with Don's company just recently, with the 2012 men's Final Four, and they're also working with the NFL for the upcoming Super Bowl, so they know our city really well. Don is going to talk to you about some of the case studies, as I mentioned earlier, some of the solutions that he's developed for other universities. Just a few – there are numerous other cases--but we'll take you through those.

Back up. Advance one-- I'm sorry. There you go.

So this is the timeline that I was talking about earlier. As you may remember from the previous meeting, we had a similar slide that showed you the architectural design process. Well, the pre-opening process for a stadium is very much like the design process. We start with this survey, the available inventory, if you will, that we are working with. We will develop a plan based on our evaluation of that survey, which is what we've done here and what you're going to hear about tonight. And this is where we are in that process.

Now basically, you're talking about a 24 month period here before the Stadium opens. That's a lot of time to plan and adjust. And typically, after we've received constituent input and review, those plans will adjust and modify and then we'll go to the execution phase. We'll start to implement-- contracting with the bus companies, through the park and ride, and establishing the permanent routes and things like that.

And finally, we get to opening day and then once we operate the Stadium, it's like driving a car after you test drive it, you get a feel for it, there may be some modified adjustments after we open the stadium, as with any operation. So this is where we are tonight.

Obviously we're in this zone right here where the City Traffic Engineer is going to be studying our plans. We'll want to work with the New Orleans Police Department with jurisdiction over public streets. All of this has to come together over the next several months as we head towards the opening day. So, with that, I will turn it over to Don Jordan with SP Gameday, and we'll visit a little bit later on tonight. Thank you.

Don Jordan: Just for those who have not been here in the last meeting, we want to provide a little context of the overview to the footprint that were talking about, obviously the stadium being centered right in here. And just looking at some of the major arteries-- 610, the proximity to 10. These are concentric circles , 1 mile, 2 mile, 3 mile, 4 mile radius, just to kind of get the overall feel and operational dynamics were dealing with here. These are the secondary arteries that would feed out to the main arteries on an ingress and egress basis or an arrival and departure basis. Next will be Dennis just going through the parking side of it.

Dennis Finigan: Yes, I have -- my name is Dennis Finigan. I have several slides. We're going to walk through how we came up with some estimates on how much parking we will need. We'll identify some of the parking that is owned or controlled by Tulane University for game day and determine how many additional spaces we need.

First off, we're looking at a stadium with 30,000 people, 30,000 people capacity. All of those people do not come by automobile. They come by various modes. We look at the number of students that live on campus and in the adjacent neighborhoods, almost 5,800 students, and we assumed that they will walk to the stadium. We looked at the faculty and staff and alumni that live in the neighborhood and we have two figures here, 900 people each. Now this doesn't relate to households.

What we did is looked at the number of faculty and staff and alumni who live in the neighborhood and assumed that for each household we would get 2 1/2 people. So that works out to 900 people by, again, walking from nearby neighborhoods and in the neighborhood.

Public transit and taxi: we assume 900 people would come by public transit and taxi. And quite honestly, that's a very low number when you compare experience in other locations. However, the state of the RTA right now is that only the St. Charles streetcar runs on a sufficient headway, 7 1/2 min. on both weekdays and weekends, that it's really a viable mode of transportation. Access is

provided by the Claiborne bus and the Freret bus, but on Saturdays, they have one hour headways. So we don't feel that we would get very much of that.

So once we account for these people who are not coming in cars, we came up with a number, an estimate of the number of spectators who would come by automobile. We applied a very conservative load factor, 2 1/2 people by car, and when we do this math, we come up with a total parking demand of 8362 spaces. Good.

Next slide.

So, again, we're looking at this chart that shows the capacity of the stadium, parking demand, and now we're going to look at what some of the parking spaces we'll have. We're assuming that we'll have 1,769, almost 1,800 spaces available on campus, Tulane owned and operated spaces. This is not the total capacity of the campus.

There's about 2,400 parking spaces on campus and what we need to reserve a number of those spaces for students who live on campus who have parking permits. We can't displace them on game day, so we backed out about 650 spaces for those students who have permits and to live on campus, parking permits.

Only Sophomores through Seniors have parking permits on campus and live on campus. Tulane University has an agreement with Loyola University, a shared facilities agreement, where they have access to using some of the Loyola parking inventory for special events, and this is obviously a special event, and we assume we will get 450 spaces from that.

We looked at, in a broad area, parking lots, and these are lots and businesses that might provide some kind of parking for the Stadium. In many areas, in many parts of the country, businesses do sell parking on game day. So that estimate was 2,400 spaces in this category.

Audience: Inaudible.

Dennis Finigan: We have not-I'll continue. So we need an additional 3700 and change spaces.

Again, with capacity, how many additional spaces we need primarily will be served by park and ride-type facilities. There are

about 390 off-street parking spaces that are located within 1 mile of the campus. There are about 870 off-street spaces located 1 to 2 miles, and as we extend out 2 to 4 miles, we get up to 10,240 spaces.

So we have a surplus, when we minus this from this, we have a surplus of about almost 7,800 spaces in the parking universe. Now these aren't spaces that are being contracted for that anybody has agreed to. It's just an inventory. It's a look at what exists out there and possible sources for the University. Don?

Don Jordan:

As I said at the beginning, this is at that 25% to 35% phase as far as starting to build the plan, and that's why we're soliciting the input from you guys to help us move forward as far as looking at some of the plans and such on the parking and shuttles and all. Some comparable situations that we've experienced across the country-I just wanted to present a few of them-University of Wisconsin, capacity about 80,000, obviously. Park and ride, about 25% of the parking demand. That's not 20,000 people moving, but when you back out the students, you back out the local residents that walk to the campus, you end up with about 25% of that capacity being facilitated through park and ride.

The important thing here to notice is the residences right up next to the stadium, the arteries coming in and feeding into the stadium. It's an urban stadium adjacent to a large neighborhood. University of Washington: again, a large stadium. You have the arteries coming up through here, so you only have two major arteries coming up and feeding into the stadium. Capacity: like I said, 72,000. Park and ride component here fulfills about 29% of that overall parking demand for this operation. The unique piece here is that it's actually on a peninsula. So that's why the artery constraints here are what they are. But this is all water surrounding the University of Washington. So you only have access from one side into the stadium itself.

Texas Christian University--and this is a great example because the study is actually being done right now--they're expanding from 38,000 to 50,000. We're working with them to help them because it's going to be quite a sizable park-and-ride shuttle operation. The interesting thing to notice and this is--I've got to give accolades to the University is we're 24 months out right now, and we're just--we're building that plan, and we are working with everybody to get the input to do it. This [program with TCU] launches in three months, and we're literally going to the plan right now with them to get this park-and-ride shuttle operation up.

So it's a great opportunity right now to get the input of the community and put a plan together here for this stadium that will be a great operating facility. Capacity [for TCU], as I said, would be 55,000. The park-and-ride shuttle system will be well over 50% capacity, or the parking demand for that operation. Again it's another parking operation where there's all residences on the side, this is all residential feeding up to a major artery coming into the stadium. This is residential down here as well, this being the campus itself. So it's, you know, got a lot of similar characteristics from the standpoint of the residential piece around it and then a large, large park-and-ride operation.

Princeton University: similar in size to what we're talking about here. Again, it's an integrated facility, being an urban facility as well, you know, neighborhoods up in here but even integrated up into the campus a little. The park-and-ride shuttle component is about 35% of the necessary capacity for game day. Again, a nice, smooth operation, but just had to put a very good operational plan in place to facilitate this ingress and egress-- an urban stadium with limited parking capacity around the stadium itself.

How does that compare to Tulane, just trying to do that apples to apples comparison? Capacity is 30,000. Here is the stadium itself or the campus itself and the Stadium footprint will be about there. You've got Claiborne here. We'll go to the Park and ride. We are estimating that that will be about 23% of the overall game day parking demand.

Just to give another footprint to take a look at how it's laid out here is Claiborne right here. Here's the baseball stadium. Here's the football stadium footprint, where it's going. Just wanted to for those who maybe weren't here last week to make sure you had a good point of reference of how the layout would be on the campus itself. Campus parking, as Dennis alluded to, the parking we've identified on campus itself and the adjacent Loyola garages, just kind of showing how that footprint looks on the overall map, and all in relation to the stadium itself. Two load zones.

So on the shuttle component, we wanted to make a very deliberate effort to keep the shuttles out of the residential areas as much as possible, obviously, using Freret as a southern load zone, and Claiborne as a northern load zone for any shuttle operations for park-and-ride. The Claiborne side of it, we'll go through that in a little bit of detail here shortly, but the Claiborne side will be the larger component, probably 75% to 80% of the overall population that might be moved by shuttles, and then the Freret Street being

the smaller component, probably 20% to 25% of the population of my be moved by shuttles.

What we've done is minimize that touching of the campus, touching of the residential areas around the campus as much as possible, trying to spread the pedestrians out across the flow and across campus to get them to the load zones. This will all start about two hours prior to kickoff for arrivals, and that it would go about an hour and a half after the end of the game for departure.

Bus equipment--so as we said, on the Claiborne side, we would look a little bit larger equipment to handle the volume up there, either at school or transit bus, similar to what you're seeing right here--45 to 50 passenger, ADA capacity, has a relatively short turn radius. The big issue we found to do a motor coach or such, the turn radius would be very difficult there on Claiborne to be able to turn them around in an efficient manner.

Also mixed in with that would be some mini coach, depending upon the destination lots, not so much on the campus, but the park-and-ride lots that we would be using at the other end having some limited access. We would use some mini coaches feeding in with that Claiborne solution--20 to 30 passengers, ADA, a much shorter turn radius than even the trams that serve school.

On the southern side of campus-- on the Freret side-- this is where we would utilize a mixture of mini-coach, and then really the passenger van being the bulk of it, because of the size of the arteries. As everybody here knows, with Freret coming up Nashville, we want to use as small equipment as possible to get them through there in an efficient manner, but not overburden the roads.

So this is showing the north side, basically the Claiborne load zone, and, as you see, the orange is basically the bus pick-up area. We have designated that area because we can approximately get in 11 minibuses or transit buses, combination in there, so we would load 11 at a time right there on Claiborne, feeding off of this lot right there. We would come down--the pedestrians would come out of the stadium, feed right up to hear into a queuing zone, to be queued up for loading--

AUDIENCE: Inaudible.

Don Jordan: It's actually back from here, backwards. So the graphic here is a little off.

AUDIENCE: Inaudible.

Don Jordan: The graphic's actually a little off here. It stops right here at Ben Weiner. So we would have traffic control load here. As you're going to see, the traffic control, shortly, weekly for officers just in this zone, not counting the rest of it, security presence, and a dedicated cleanup staff to make sure we're taking care of any trash or refuse. First bus arrivals, as we said, would be two hours prior to kickoff, the last bus departure being an hour and a half after kickoff. Obviously, depending upon if we have expedient egress after the game, we could do a little earlier, but the goal is to get it out within an hour and a half.

On the south side, on Freret, is the same sort of solution here. This is actually a little larger, only three busses there, we'll stage. Its only, as I said, it's only going be 25% of the overall population, so it's more than sufficient for us to do the rotation out of the buses and unload them properly and get them out to the park and ride lots, and then the pedestrian flow coming down here and preloading into the staging area on campus there. Same sort of deal where we would have the traffic control out there to make sure we maintain public safety and control of the arteries, the police presence to ensure that we have that at both ends, and then the dedicated cleanup staff to make sure the trash and refuse is taken care of. Same type of operation where we would be two hours prior to kickoff in an hour and a half post game to get the attendees back to their cars.

Workforce: so with all of this there will be a separate shuttle system operating specifically for workforce because the timing of the workforce is so different than average spectators, we will use the same load zone here, but as you see, it will be four hours prior to kickoff that they'll be coming in, much smaller population as far as buses and everything, because you're only talking about approximately 500 workforce. Coming in, loading, dropping and loading here, they would take the path normally, check in here and go into the stadium to conduct their work duties.

On departure, again, it's a little different than on the spectator side. One to two hours post game, pushed out of the same load zone, again, a dedicated shuttle system going to the Superdome and back. All of the workforce is going to be over at the Superdome and brought in from the Superdome. Supervise personnel on site, and then a confined staging area, taking one load zone out of the 11 for the workforce specifically.

Park-and-ride shuttle program: So we modeled about in two different ways, for two different crowd sizes: under 30,000, right here, we're showing about 6700 on Claiborne, 1600, almost 1700 on Freret, for a total of 8300 population, again, starting at two hours before kickoff, and what we see nationally, at the large venues we operate, or at the events we operate, typically the bulk of those folks will come in about an hour to two hours prior to kickoff to come and enjoy, meet up with friends, and such. And then you get that last little 35%, that last hour before kickoff.

Staging would be at the pickup lots. So on ingress, we're not going to have buses sitting out on Claiborne, just waiting for their next assignment or such. We would actually have the buses at the park and ride lots off site and call them in as needed on an on-demand basis as far as bringing in folks and dropping them off at the campus itself. Under 15,000, it's not exactly half, and the reason being is the model as far as capacity around the area within walking and such, doesn't necessitate a full-blown shuttle system, but the University, and all credit to them, is going to maintain that shuttle system to ensure that we have that overcapacity for such a crowd. It ends up being around 2100 people being transported.

Same kind of model: two hours prior to kickoff and then the buses being in the drop-off in everything would be staged at the destination lot and pulled as needed. Departure: very similar model, but half hour before the end of the game, we would start running the departure and go into about an hour and a half after the game to get the full crowd out to their vehicles. We use a call up management system.

For those of you who may not know what that may be, it's, again, we're not going to stage 30 buses out on Claiborne or anything like that, but we're going to put 11 in the load zone that we would have to be able to get that first load out. And then from that point, via radios and a coordinated effort, we would have folks out there to be able to then pull that next wave of buses in as that first wave of buses is loaded up and departs. So the ideal situation is as those 11 pull out, there's 11 that pull in right behind them, without having to stage anything out on Claiborne itself.

15,000: similar, same timing and operational management process as the 30,000, just as far as the frequency of the buses themselves and the number of buses used in the overall model is changed.

Arrival traffic circulation: this is not all inclusive, but this is the major push that's going to be supported based upon signage, based upon ticketing, permitting, the fan information guide, the University website. These are the arteries that we direct the majority of the traffic through on ingress or those parking facilities that are on campus, the surrounding campus. As we go through this, will go to shuttle arrival circulation, so you'll see that as the shuttle operation goes, again, pushing it back out to Claiborne, trying to create the least impact we can possibly do, to the campus itself, to the residents in the area.

On the southern shuttle, coming up Broadway, over St. Charles, and Nashville, Freret, and doing that loop. Departure traffic: so this is actually a shuttle, this is the shuttle circulation traffic for the departures after the game. Same kind of pattern as you'll see here, the one on Claiborne, and then coming up Broadway, doing the St. Charles, Nashville, Freret loop on the south.

We've got two of the same slide. That's the same slide. Traffic control points: so all of this is pending, obviously, approval from city traffic and New Orleans PD, and TUPD. It would be staffed by NOPD and TUPD, once approved and the plan implemented. The number of personnel would be determined purely by the volume, based upon ticket sales and needed capacity.

The specific traffic control points obviously are going to be subject to their final approval, but this is to give you a concept of how we might put in the traffic control officers into a pattern to control that perimeter, that core area, what we always referred to as the core around the venue itself, to make sure we maintain a traffic control, safety control, and security control of the facility.

Controlled access zone: obviously very important here to make sure that we maintain a restricted access to the residential areas around the campus itself, and this is, by looking at shaded areas, you see the blue areas are basically the controlled access regions identified today.

This, again, as we said, we're 24 months out. We're looking for input from you guys. This is a living plan and process to go through. But the campus being the green the Loyola being yellow, the blue being the controlled access around the surrounding neighborhoods. Parking restrictions would be enforced. So anybody violating that would be--we would want to go through the processes to make sure there is a heavy fine for anybody that might be doing something that would -- pardon me?

Audience: Inaudible.

Don Jordan: Towing. Exactly.

Audience: Inaudible.

Don Jordan: I think the whole presentation is going to be available, posted. Yes.

Audience: Inaudible.

Don Jordan: Sure. Can you notate it. Just put the street names on it.

Audience: Inaudible.

Don Jordan: Specific street closures would require, obviously, and NOPD's approval, and all neighborhood access we don't want to put you guys into a position where you don't have access to your residence properly. So we always want to make sure we have a plan for that.

Audience: Inaudible.

Don Jordan: This is Broadway here. I don't know if that's Nashville. Is that Nashville? That's Nashville.

Audience: Inaudible.

Don Jordan: No, I think State's further in here. That's Nashville.

Audience: Inaudible.

Don Jordan: No, that is-- you're right. That's State. Here's Nashville here.

Audience: Inaudible.

Don Jordan: So here's St. Charles. OK?

Audience: Inaudible.

Don Jordan: Currently, right now, we have --

Audience: Inaudible.

Don Jordan: And that's exactly why we're having this forum so we can get this input, to make sure we're doing it. Yes.

Audience: Inaudible.

Don Jordan: No. No. No. OK. Next I'm going to turn it over to Robert.

Robert Riccardi: Thank you. Good evening everyone. We wanted to clarify a few things regarding site access and drainage on site, but then also introduce some initial impressions regarding stadium lighting as well. So this slide illustrates in green existing conditions currently in and around our site, primarily Ben Weiner Drive, Claiborne Avenue, the Rosen lot, which supports Turchin Stadium, and the surface area behind, on the lake side of the Riley Center.

What you're seeing in red and in orange represent two talking points I really want to clarify. Primarily in red, along the stadium edge on our western property line, that is an emergency vehicle access only. It is not a roadway. It's not a throughway. It is emergency vehicle access only. I want to stress that.

In orange, we're representing as a connector, a media game day connector only, a controlled access, controlled in terms of who accesses it, how fast they can go-- all of these sorts of things occur right there. That's the only vehicles on this side of the property and we just wanted to make abundantly clear tonight.

Audience: Inaudible.

Robert Riccardi: In terms of an illustration that diagrams current site drainage, subsurface site drainage, we, again, along this western property line, we have a 54 inch diameter tube that increases to 60 inches that feeds into the box canal beneath Claiborne Avenue. This box canal then feeds-- flows to plans south here towards the Broad Street pumping station. This line is fed and supported from smaller lines throughout the site.

What this illustrates, and it's the same colors but I have a slide here next that kind of illustrates it a little bit better. This is our proposed thinking in that-- actually, let's go ahead one. In red represents what we're supplementing the existing conditions. You'll notice in red here, the shifting down.

As we know from our previous presentations, the field proper slides towards the east about 60 feet proper, plus or minus. That subsurface drainage gets shifted accordingly. We're also supplementing this along this western property edge with a curbed additional supplemental drain, again, to mitigate and to make sure that drainage stays on Tulane's property.

Audience: Inaudible.

Robert Riccardi: I'd like to finish my presentation. Thank you. In terms of site lighting current conditions, we have poles ranging in height from 60 feet along the Westfeldt practice facility to 115 feet around Turchin Stadium. In terms of the Westfeldt facility, there are six poles. I believe there are eight poles around Turchin Stadium. Next slide please. What we're proposing, and again, this is baseline thinking, this is our initial impressions, this is where we're at a small part in the process, supplementing the stadium with seven poles, 80 feet in height each, directed and focused on the field. Again, I want to stress that.

Audience: Inaudible.

Robert Riccardi: No. 80 feet from the grade. Again, these lights will be focused and directed on the field. The fixtures have not yet been specified, but they'll be highly efficient, highly directional, highly specific to this condition. Again, this is a beginning point of our design process, but we wanted to share with you these initial locations.

Greg Otis: All right. That concludes the presentation portion of this evening's event. What we want to do now--and I want to thank you very much for you holding most of your questions, anyway, to this point--this is your opportunity to let go a bit and we thought it would be helpful, Ron, if you kind of walk us through the instructions at the table, if you will.

Ron Kull: Thanks, Greg, and we'll do that. It's good to see how many people were here last time, so you're pretty familiar with the process. At each table, we'd like to make sure that you select a spokesperson, and a recorder. It looks like a couple of people are going to be spokesperson and recorder all in one, maybe, but I'm certainly sure they can handle that.

We do want you to think about the things you've heard tonight. There's a lot of information that's been presented to you, and rather than asking you to create a tablet that had on one side of it the concerns that you might have, and on the other side that you might have a possibility of some resolutions of things that you might think might correct that problem, since we don't have as much time to explore certain issues.

But we do have a lot of time for you to just kind of free think about all of the things you've heard tonight that still are unsolved in your

mind, that need to be answered in some way, so what we'd like to have you do in these next 15 minutes is actually come together as a team and just start thinking about all of the things, each one of you, all of the things that have still not been answered in your mind that could be beneficial to the project. We will, close to the 15 minute bell, actually let you know that it's about time to wrap up and then we'll do as we did last time. We'll start asking each table's speaker to come forward and convey the concerns that have come up in your table. Yes?

Audience: Inaudible.

Ron Kull: I can understand that, and of course, some of it is a matter of just when is the information coming. And as you've seen tonight, and as you saw last forum session, those schedules for both the architecture and transportation, will take time to actually pin down the details, but some of the structure of it will begin to flow very shortly.

And I think the information that was on your table this evening is an indication of that opportunity to provide answers to questions. Obviously, there are many questions. But there are also many answers from what we've seen so I would expect to see some of those things coming out on the web page in the next five to ten days.

So, without any further, unless there's any question about process here, I think we really need to get started. OK?

Audience: Inaudible.

Ron Kull: Did you want to say something?

Audience: Inaudible.

Ron Kull: OK.

Councilperson  
Clarkson: I can't simply ask a question here tonight and get an answer?

Greg Otis: Inaudible.

Councilperson  
Clarkson: I have to stay as a part of that? I can't just simply ask a question and get an answer?

Greg Otis: If there are specific questions--

Yvette Jones: She's our Councilwoman-at-Large, so if you want to ask a question, we'll do that. They're going to start their working session, but do you--

Councilperson  
Clarkson: Yeah. I know, and I can't stay for the working session.

Greg Otis: I apologize.

Yvette Jones: We are fine. But why don't you ask your question? Greg. Do you want to give the Councilwoman a second to ask a question?

Greg Otis: Publicly. I mean--

Yvette Jones: Yes.

Greg Otis: All right. Ladies and gentlemen, we're just going to take a little bit of a break here before we get started. Thank you very much for diving right in. The Councilwoman has a couple of questions that she'd like to get some direct answers right off the bat. So, we thought we'd take a minute and let her do that.

Audience: Applause.

Councilperson  
Clarkson: Thank you very much. I regret I can't stay for the working session, but I came not just to sit here as a figurehead. I wanted to understand it and ask the right questions and get some direct answers. And the first question is, where are all of these parking that you're picking up on buses?

Audience: Applause.

Councilperson  
Clarkson: And I think it's a wonderful plan that you've done and I commend you for the extensive work that's been done by renowned professionals I might say, but where are they all parking, the 7,000 or however many are going on buses? I understand where they're being picked up, but I don't understand where they are parking before you pick them up.

Doug Thornton: We have identified a number of satellite parking locations. We have not contracted with those satellite parking locations at this time.

Councilperson  
Clarkson:

Will you contract with them?

Doug Thornton:

We will, eventually. But what I'd like to do-- I think it's appropriate to answer that question directly.

Councilperson  
Clarkson:

Very appropriate, because I can tell you where they are-- I go back to the first Tulane Stadium, and my family came from Algiers. And we parked in family driveways, OK? And I still remember the families who had people in their driveways that were not invited. And so, now, as Councilwoman-at-Large, I represent those neighbors whose driveways will be parked in uninvitedly.

Doug Thornton:

Sure. We understand, and that's a very good point. We did not list all of the satellite locations up there tonight. First of all, there are numerous locations, starting with the building that we operate that has 7,500 parking spaces right around our facility, which will be the shuttle location for all of the employees. We've made that fundamental decision at this point. Around 350 stadium workers would be shuttled in from that facility with all the remote parking that we have there on our facility campus. But there are a number of other parking facilities around the area. You probably know where they are, but a lot of it--

Councilperson  
Clarkson::

But you plan to contract with them so --

Doug Thornton:

We do plan to contract with them.

Councilperson  
Clarkson:

so that you will not be at the risk of parking in other people's parking, blocking other people's driveways?

Doug Thornton:

That inventory or that parking estimate for capacity for the park and ride shuttle of almost 11,000 spaces includes the Superdome and other large parking decks in and around the area. We have not contracted at this point, so it wouldn't be fair to disclose--

Councilperson  
Clarkson:

But you'd have it as far away as the Superdome?

Doug Thornton: That would probably be the farthest location. There are others that might be more accommodating within a 2 to 3 mile radius. The Superdome is about 3 1/2 miles, so--

Councilperson  
Clarkson: OK.

Doug Thornton: So, we believe that we can accommodate, absolutely accommodate that capacity of 10,000 with the satellite locations that we've identified. So I don't think it would be fair to the folks that-- to list all of the facilities or institutions by name at this point, but I will start by saying that--

Councilperson  
Clarkson: And I'm not asking you to. I just want to make sure that you are planning on it being contractual parking and not at random, on the street, which ends up in other people's parking--

Doug Thornton: That is the plan.

Councilperson  
Clarkson: in other people's driveways. Thank you. Secondly, in the event that someone does park across someone else's driveway, obviously the people who own the driveway will call the police. Will Tulane have any provisions in what I hope is going to be a very strong, enforceable good neighbor agreement, at minimum, how --

Audience: Applause.

Councilperson  
Clarkson: Would they expect to be a part of enforcing this? I can't imagine-- I have too much respect for Tulane to know that you wouldn't want this done, but I hope you have as much respect for the neighborhood that you expect to be a part of curing it if it happens.

Doug Thornton: Well, I think the one slide that we have that talks about the restricted access or controlled access points, the shaded areas -- those would be areas that would have restricted or controlled access and parking would be prohibited in those areas.

Councilperson  
Clarkson: OK.

Doug Thornton: And it would be strictly enforced, and we would talk about increasing the fines, maybe tripling the fines--

Councilperson  
Clarkson: OK. Good. Very good.

Doug Thornton: --for enforcement.

Councilperson  
Clarkson: OK.

Doug Thornton: So these are just ideas that we have at this point. We didn't get into all the details--

Councilperson  
Clarkson: As long as you're thinking that way. OK. Stay on that thought. Thank you.

Doug Thornton: Thank you.

Greg Otis: All right. Thank you, Councilwoman. So, here, let's get back to our job then at work. Those of you that are in the back, as I mentioned earlier, if you're feeling the need, come forward and join one of the other tables in front of you and participate. We'll have about 10 minutes or 12 minutes here left to get those questions down. What we're looking for is, in order to get everybody's voice heard, really the kind of two or three big issues at the table that you all can agree on should be vetted out and have those questions answered, if possible. Thank you.

#### **TABLE WORK.**

Ron Kull: OK. One more minute on the top two or three issues.

Greg Otis: Let's have our panelists assemble here. Rick, we'd ask you to come down front if you don't mind. Yvette, Doug, if you would join us here at the panel, we'll try to get as many of these questions answered.

First of all, I didn't mention it of the bat, but I really respect the fact that you've been pretty civil through this process, and I would expect that you would add the same level of decorum as we go forward. This is a public forum. In the interest of everybody being heard and all the questions being given the opportunity to answer, let's keep our comments to ourselves and to the table and make sure that we actually get the answers we're looking for and hopefully, what we'll understand in the flipcharts, is obviously there's more than two or three issues on any one of these boards,

but the two or three issues that are of greatest concern, we will take all the documentation you've got.

I think the question was asked earlier, how are these questions actually going to get answered and will they get answered? Absolutely. And I think what we are able to commit to is that from this process, from other processes, from your suggestion cards, from the fact sheet, what we're trying to do is consolidate into a single document that will be pushed out to the web that begin to answer very specifically the questions, as much as possible. So I want to make sure that you hear that commitment from us because it's absolutely the case. What we'll ask for is for each of the table speakers to come forward and raise the two or three questions that were the most burning issues. We've assembled the panel up here, and to the extent that we can answer them factually, straight on, we'll absolutely do so. So, no better place to start than lucky 13. Come on up.

Table No 13 Rep: Thank you. We had a good discussion at our table and our issues revolved, of course, around parking, but also, we had some folks who were very concerned about drainage. The subsurface drainage plan is pretty good. I think people were pleased to see that. But all of us know who live here know that subsurface drainage becomes easily overwhelmed, and there's a concern with some of the residents of Audubon Boulevard side about where the surface water is going to go and whether you've done any plans about that? I said, I live at the junction of two rivers, Willow and Calhoun, and so I'd like to know where the water is going to go as well.

The rest of our issues-- and I won't address all of them because I'm sure other tables have the same ones-- deal with the controlled access area. We want to know how that's going to be enforced. Are you talking about permits and what happens? And then what about people like me who live within that controlled access area? What if I want to invite people to my home? How do they get to the street if they don't live there? Do I get guest passes? How does that whole process work? And then, I guess, we had one fellow who was very concerned. He wanted to know, will Tulane build an on-campus garage, and if not, why not?

Audience: Applause.

Greg Otis. OK. Thank you very much. Relative to subsurface drainage, have you guys got a process answer there?

Robert Riccardi: We've currently contracted with Morphy Makofsky, Civil Engineers, and local, in-town. They could speak directly more to the specifics as we get further into the process. Please keep in mind that was a diagram. In terms of checks and balances, we'll certainly keep everything in mind to ensure that Tulane water stays on Tulane's site and doesn't migrate anywhere else.

Greg Otis. OK. Anyone else?

Don Thornton: On the controlled access side we have a tool that's a travel demand access tool that the university has asked us to look at, and basically any of the parkers on campus, on those controlled parking assets, would have a permit for those so that they would have a specific set of directions to travel through the traffic management plan that is in place and approved by the city and the University.

And then, for anyone, residents, either for their streets or for getting access to their streets to get down, they would also have, basically, a permit allowing the traffic flow, the traffic control points allowing them to pass through as they need to. That would also address, actually, the friend's side of it.

We've dealt with this. Probably the biggest scenario would be up in Vancouver, with the Winter Olympics, where you were on a three hour ride up to Whistler and you couldn't get up that Sea to Sky Highway unless you had an access permit, whether it was a resident, whether it was a friend of a resident, or whether it was an actual parker going up there.

Greg Otis: All right. Thank you very much, Table 13. Table 4? Here we go.

Table No. 4 Rep: Yes. My name is Bill Jennings. I'm a Tulane graduate. We were one of the more thinly populated tables. There's only three of us there, and none of us were neighbors, so the context remark you can figure from there. I don't know if we had bad breath or what, but we didn't get anybody to come over and sit with us. We had just two ideas for you. One is we kind of seem like we dismissed the RTA as a way to get people in because they didn't run schedules. Perhaps, as part of the off-site, look at that resource through a contractual arrangement. I think RTA runs a deficit and maybe it would be a way to get some revenue into that agency.

Audience: Applause.

Table No. 4 Rep: So that was one of the ideas we had. The second idea-- of the three, the idea came from me, and I think I have a balanced view

on it. I live very close to Lafreniere Park, which some of you know about, and we have special events out there, and I am close enough to have the same type of experience that neighbors around the stadium here will have, not near probably, but maybe close. Maybe we get 15,000 out there for fireworks shows. It would upset me terribly if somebody came in there and blocked my driveway. Now, I'm only a couple or three blocks away. That's never happened. I'm not saying it's not going to happen on this stadium.

But I think a balanced view should be taken. Now, I'm going from being the guy that lives next door to the guy who's going to be coming in looking for a place to park. I think there needs to be a balanced view taken. If you try to close every street within 10 blocks and not have any off-street parking, you know, you're not being fair to the stadium user, the people that are going to come in to be there.

And the first gentleman brought up the point, hey, people might want-- hey, it might be a relative and they may want to have a tailgate party or something. I think there just needs to be a balanced view there in terms of where you totally restrict parking. OK. Those are the two ideas we have.

Greg Otis: Very good. Thank you. On the RTA?

Yvette Jones: We've already made contact with the RTA and will have a meeting scheduled with them. They're very interested in increasing the number of runs, both the streetcar and the Broadway bus on game day. So we've already had that contact.

Greg Otis: Are you all ready. OK. Come on up. OK. Thank you. And Table Number 8.

Table No. 8 Rep: Hi. I'm David Zalkind. We talked about the RTA. One question that was important to us was what actually triggers the use of the traffic control points? What events? In other words, if you've got an event for 10,000 people, 15,000 people, 20,000 people? Is it only going to be used for game day events, the seven games that Tulane plays? Exactly what triggers the use of all that shuttle buses and traffic control points? The other --Superdome -- I didn't hear that word. I just heard that that's where the parking and shuttle would be. So is that what you had planned?

Greg Otis: Service workers.

Table No. 8 Rep: Oh, just the service workers. So the shuttle, where would people park for the shuttle?

Doug Thornton: Go ahead and finish--

Audience: Inaudible.

Greg Otis: Let's finish the questions first and then we'll answer any--

Table 8 Rep: And if you do park somewhere else, is the parking going to be free? Certainly, at the Superdome, it's never free.

Audience: Laughter.

Table 8 Rep: The other question we had was parking near Claiborne. I know the question wasn't answered and you said it wasn't under contract. What we would like to see is what the possible spaces that you've identified. We understand that they're going to be contracted or not contracted, but just so that we have an idea of where they are would be helpful, and a map of all the parking.

Greg Otis: OK.

Yvette Jones: We can do the traffic control.

Don Jordan: On the traffic control piece, well, let me make sure I've got it right-- so, working through the traffic control piece, there would be a traffic control plan for any size event at the stadium. We'd work with NOPD and TUPD to determine the optimum level of officers for, based upon the population of the event. So, if it was a 5,000 crowd, there would still be a traffic control plan in place with officers distribute, but we're going to work with the city, obviously NOPD and TUPD to determine what that optimum level would be for that size crowd, for 10,000, 15,000, and so on.

Doug Thornton: Do you want me to answer the question about the Superdome? Currently, the Superdome is planned for the service personnel. We estimate that to be about 350 in total. That doesn't mean that we can't use the Superdome garages as a park and ride shuttle for general fans. That's something we certainly could look to and certainly, even the out of town fans.

With respect to other satellite locations, we have talked to some of the possible owners of the lots that you saw on the screen in terms of getting to that total capacity number of nearly 11,000. There are several larger lots between, let's say, Metairie and downtown New

Orleans. It wouldn't be-- I don't think it would be fair to us or to them to start naming names, but we do have a long list of potential sites for the satellite location for the park and ride. In terms of how we will pay for it? Obviously it will be a cost. It will be covered as part of the ticket -- we haven't really - this is a policy decision that we will have to make as we get closer to the opening.

Remember the timeline that I shared with you at the beginning of the presentation. As we begin to develop this plan, obviously, we would have to figure out how that cost would be covered, but yes, it would be paid for. Probably, there are a couple of ways you can do it-- embed it as part of the ticket price or you can have it paid at the point where the person is going to catch the shuttle. With technology today, there are wireless devices that take credit cards and we can easily handle that on-site, depending on the location. But the cost would be covered in some sort of way.

Greg Otis: And Doug, one of the subtext questions here was whether or not this park [Audubon] itself and the parking that's in this park would be considered part of that.

Doug Thornton: We talked about that. Obviously, the Audubon Institute is used on weekends and holidays, so there's a possibility that we could use some spaces in this area. It certainly is on the list, but it is not one of the primary locations, I will tell you.

Greg Otis: OK,

Doug Thornton: There are other locations in this vicinity that are on the list.

Greg Otis: OK. Table Number 8. No. I'm sorry -- 5.

Table No. 5 Rep: Thank you very much. We had a lot of points at Table No. 5, so I'll try to keep them as brief as possible. But one of the biggest issues we have and it was brought up earlier by a table was, what would the shuttle and the parking system be for the community use events -- high school football games and other events that don't include Tulane football? And this issue was brought up by Table 13 as well, but distinguishing people that live within the blue controlled access zone and how they would get in and out of that zone on game days -- if they would have kind of window sticker, parking pass, permit, how would they let their guests in, those type of issues?

We also are wondering if there are plans or if there is any thought of going into building a parking structure on the Rosen lot on

Tulane's campus? Or what the use for game day parking would be for that section? We are also, being a recent Tulane graduate, tailgating is an important part of the college football process, and we are wondering what the issue would be, or how tailgaters would be dealt with, getting into the campus sites and using those quads on campus, and how that would be run? On the other side, we wanted a little bit more clarity on what exactly the red area behind the stadium and behind the stadium and Audubon Boulevard, whether it's the emergency vehicle access? We believe that that was a service vehicle and an emergency vehicle access. We were wondering what exactly those service vehicles would be-- if that would include garbage trucks or what type of vehicles would be defined there?

Greg Otis: OK. Two or three.

Table No. 5 Rep: Yeah. Those are most of them.

Greg Otis: Very good. Thanks. I think some of those things were answered but--

Yvette Jones: Yeah. I mean Don can do the community events. I can talk about Rosen lot, I think that's the question. And then I don't know who you want to talk about the site access?

Greg Otis: OK. So we'll handle three. Go ahead.

Don Jordan: On the community event, kind of talking about the access control point scenario, there would be a plan in place for each size event and what would trigger the shuttles based upon the size of the crowd anticipated at the event. So we would build out that process for both parking and for shuttle systems.

Greg Otis: OK. Yvette?

Yvette Jones: You asked about a parking garage at Rosen lot. Rosen has over 300 parking spaces right now. And any structure that's put there would lose spaces at a cost of about \$18,000 to \$20,000 per space. We have done a fit on the site in the event that we would develop that footprint and what we would have to do there, and it would take about seven stories to get about 400 spaces net. So, it is not the most efficient site for parking. And it's also on a thoroughfare where it would create a real traffic mess, particularly when the fans would leave the site. So, we have looked at it. Again, we don't think it's the best site.

Robert Riccardi: So in terms of the access on the western edge of the stadium. We need to maintain a perimeter for the highly unlikely event that a fire truck might need to access it or an ambulance. So, again, that's emergency vehicles only. And in terms of service, to clarify on that, it's routine maintenance only to control landscaping, to maintain trash, or whatever it is, it's not necessarily anything other than routine maintenance.

Greg Otis: And I think, lastly, the question was about tailgating, and I think that's part of game day, which is going to be part of the next event. So we're going to table that. Not that that's not a big issues, but that is a specific topic for the next presentation. OK? Go ahead. Table 12.

Table No. 12 Rep: Most of the people at my table live adjacent to the stadium around Audubon Boulevard, so our property lines literally are adjacent the stadium. So most of these questions are directly pertaining to that. I was accused of being ambitious when I put something about tailgating next to Tulane, but I'm glad to hear at least another table ask the question. The concern I have isn't game day tailgating, it's tailgating Friday night or Thursday night again, under the ambition that, again, Tulane has a football team that's worthy of it.

Greg Otis: OK.

Table No.12 Rep: So, real stream of consciousness here. Will shuttles be provided for non-game events? Will shuttle parkers be charged for park and ride? This is the question I'm asking about. And, this is important, again, to us on Audubon Boulevard, will you have tow trucks on call and available. Because raising the fine from \$20.00 to \$60.00, frankly, is not going to be a deterrent to people parking and potentially blocking driveways.

We have questions about the 2,400 local business parking places that you're going to locate.

Another issue is what time, how late at night will activities be concluding? We have several families that live along the property line that, again, have small children that have early bedtimes, and so if you're blowing with leaf blowers to clean up the stadium at 10:00 at night, that could be a problem. If you've got the trash truck coming at 2:00 in the morning to remove the trash with the loud beep-beep-beep, that's a problem. So those are things that we're concerned about deeply. And I'll leave with this. The UTEP game, you had a game box attendance of 16,650, with actual turnstile of

973. That's not a misprint. Why build a 30,000 seat stadium for 15,677 phantom attendees. Go virtual. It's greener.

Greg Otis: OK. Thank you. Anything that we can deal with here tonight?

Yvette Jones: I think Don can talk a little bit about what he's going to recommend in terms of --

Don Jordan: Especially with starting out with a new venue, we do this around the country quite a bit, the tow truck piece is a vital part of that enforcement policy on the violators of the secured and restricted access areas and absolutely will be part of our recommendations to the university to make sure that you have those assets on site and ready to implement and enforce those issues.

Audience: Those will be Tulane Assets?

Don Jordan: Pardon?

Audience: Those will be Tulane Assets?

Don Jordan: Contracted. Contract assets.

Audience: Inaudible.

Don Jordan: On call. Off-site. On call, off-site.

Audience: Called by who?

Greg Otis: By enforcement on the property. If you want to ask those questions as part of your time. That's fine. All right.

Audience: Just trying to clarify.

Greg Otis: OK. Next. Next table. Go ahead. Number 6.

Table No. 6 Rep: Hi. I'm Gail Ruddock, and we have some real serious concerns about the restrictions. We're very confused. Tulane said that you all represented that you calculated the number of students who lived in the area, then you calculated the parking spaces. Some of these students are using the parking spaces on the street. Did you deduct that from the number of parking places on the street?

But then even further, and I got this clarified, the restricted area is going to mean only people who live in the restricted area can go in there. So, who's going to park in the parking places if you're

counting them as parking places? Thirdly, one of the joys of living here with Sugar Bowl Stadium was being able to have parties and everything at your house, and then walk over to the game. Apparently now you're not going to easily be able to have guests over. And God forbid that you should be a fan who wants to leave your children at home and get a babysitter into the house because you're not going to be able to do that without getting all kind of permits. So all of this has been very confusing.

Additionally, with the restricted area, you're forgetting that there are a lot of people who live right outside of the restricted area and we are backed up against the River. We have limited access to our homes, and now you're taking away our major thoroughfares -- Broadway, State Street, Calhoun Street, maybe even Nashville, who knows? So, the restricted areas are a real big concern to those of us at our table, the people living there want to be sure that they can access their homes, that they can access parking around their home for guests.

Greg Otis: OK. Thank you.

Table No. 6 Rep: And more, though. Having lived in several frightening situations with the NOPD, including trying to go to Tulane games down at the Superdome and the driving restrictions that get put in there, I'm worried about even having the NOPD involved in that because they go wild. Look at what the-- But at Jazz Fest, they have a lot more people come in and they don't shut off whole neighborhoods like you are planning to do.

There's another really super concern, and I'd love to talk to somebody afterwards to tell you what I've been told about a restriction at Nashville and Claiborne in the Claiborne Avenue Box. It is not by accident that, even in a moderate rain, Calhoun, Palmer, and State Street get badly flooded. And we're not talking about a super rain. We're talking about maybe a couple of inches. And those people can't get out of their driveways. You're wading up to your thighs in water, and that's today. You all are talking about putting more water into a box that is not even holding the water in that area today. So--

Greg Otis: OK. Thank you very much.

Table No. 6 Rep: We need another meeting on this,

Greg Otis: Restricted access concern, I think you clarified it, but go ahead and try it again.

Don Jordan: The travel demand management system allows you to actually -- if you had a guest come into your residence, that you could register them and give them a permit to get access within those roadways. So they would have a decal, so to speak, or a permit in their window to get access into the neighborhood. Same thing if you had to get through a neighborhood to get to your residence. Those pieces are working.

Audience: Inaudible.

Don Jordan: Pardon me?

Audience: Inaudible.

Don Jordan: Very simple.

Audience: Inaudible.

Don Jordan: Certainly.

Audience: Inaudible.

Don Jordan: Again, this is six events a year, too, to go through this process.

Audience: Inaudible.

Don Jordan: Yea.

Greg Otis: I think we understand the concern and I think it needs to be clarified in greater detail as we go.

Audience: Inaudible.

Greg Otis: I think relative to the storm water drainage, relative to current conditions, the engineer is working on it. I don't think we have the specific answers to those at this point. OK. All right. Very good. Next table. Number 2.

Table No. 2 Rep: Thanks. My name is Scott Barron. I'm President of the Claiborne University Neighborhood Association. I'm representing Table 2. First off, I wanted to just state my personal opinion that park and ride is a very optimistic thing for this town.

I don't know if anybody has ever used park and ride in this room. I haven't. I park at all parades. I park at all events, usually on the

street. So I think it's a little optimistic to think that we can teach the Tulane football-going public to use park and ride. First thing we wanted to bring up at Table 2 is, has any thought been made to turning the medians on Claiborne into game day parking lots?

Audience: No.

Table No. 2 Rep: But I also know it's a state run street. Has anything been done about a cross-walk and protecting people that do, in fact, park on the other side of Claiborne and have to get to the stadium. It's something that I'm surprised that Tulane has not dealt with yet already as they see their students darting across Claiborne which is a very hard street to cross.

And one of the questions in this area that we wanted to ask is why don't we have dedicated Tulane tow trucks? Is that an expense that could be borne by Tulane and then we would know that Tulane PD could call the tow truck at any moment and tow somebody who is parked illegally?

Something also that was brought up is how many tickets will be distributed to the visiting team? And what thoughts have we put into them driving into town, staying downtown, and then driving to the stadium?

Will any efforts be made set up shuttles in the hotels, paid by the stadium, to make sure that they're not bringing their cars into our neighborhood?

Greg Otis: OK. That's two or three there.

Table No. 2 Rep: Well, it's subparts of 1 and 2, but--

Audience: Laughter.

Table No. 2 Rep: The other thing is neighborhood groups, parking plans on game day that are going to be tweaked, as you say. There should be a much more involved aspect in neighborhood groups on a daily basis during those times so that we can put in actually our two cents, and to maybe help the neighborhood accept something that you really are, in fact, rebuilding an airport around a neighborhood-- an airport that we thought was gone.

What about a security district run by Tulane, paid for by Tulane, 24 hours a day, 7 days a week, where these restricted areas that could maybe even be expanded could have the ability to call Tulane ?

And, in fact, I said we need Tulane to be our big brother that we can call for a favor, not somebody that we're fighting on a daily basis.

And I thought that that may be something that might help the neighbors feel that they're getting something out of this other than just taking something from you all. And also tickets for all the people that live on Audubon Boulevard.

Audience: Laughter.

Table No. 2 Rep: I think they should all have tickets. And I think that their kids should be able to run out to get the tees on game day. That's all I have.

Greg Otis: Thank you. Appreciate it.

Yvette Jones: I can answer the question about the Claiborne neutral ground. This has come up a number of times. There are a lot of people who would like to see it paved to look like Harrison Avenue. We discussed this with the city, and the city will not support that.

Audience: Applause.

Doug Thornton: I want to address the point about shuttles and park and rides. Don gave you several good examples at other universities, but we have two good examples right here in our own city. One is the Zurich Classic. If you guys had been out to the golf tournament lately, over the last several years, it's played at the TPC, in Avondale. They have a very limited amount of parking onsite, and they shuttle in, anywhere from 5,000 to 6,000-7,000 people per day from the Alario Center. It's about 2.2 miles away, and it works very well.

The other good example I would point to is Jazz Fest. They have a pretty good park and ride shuttle that leaves from City Park and goes over to the Fairgrounds and they've been operating it with success and making modifications as they go. And it's been improved, just like the Zurich Classic. But those are two examples that have really worked well in the community here.

Rick Dickson: And the question about tickets for visiting team -- our anticipation of how many visitors might come. Within our conference, there's a conference agreement that we have to provide up to, by request, up to 500, generally for player's families, relatives, friends, for the most part.

Greg Otis: OK. Very good. Thank you very much. Go ahead. Table 7.

Table No. 7 Rep: Table 7. Our first concern is how are you going to enforce that workers park at the Superdome? Because if they are arriving three to four hours ahead of time, I see them parking in the neighborhood. The other thing that's been mentioned before -- how did you come up with these 2,400 private and business parking spots. Someone at our table was wondering if any of the existing garages could be expanded?

Again, we're confused about the controlled access areas and how that's going to work. I think a lot of people are confused on that. And then finally, someone wanted to know, would Tulane do any resurfacing of the neighboring streets?

Because you're using Broadway, Willow, Freret, Palmer -- I mean these are all in rough shape. So would there be any consideration - - because I know the City's probably not going to pay for it -- would Tulane be open to that?

Greg Otis: OK. Thank you. Anything in there?

Doug Thornton: As far as the workers are concerned, they'll go where we ask them to go because we will be paying them to work at the stadium and it is not unusual for workers to be shuttled in, whether they're concession workers or stadium workers, and at the next meeting, July 11th, we'll go over a detailed plan of how we -- who those workers will be, what disciplines will be there, when they will arrive, where they will go when they arrive. So we'll have a detailed plan for you. I don't see any issue with getting them to park and ride a shuttle from the Superdome and arrive in sequence.

Greg Otis: And one of the questions that's come up now a couple of times -- so let's just see what the answer could possibly be -- relative to the 2,400 existing spaces that are in the neighborhood, if we could answer that one, that would be great.

Don Jordan: As we see it, in the venues we operate around the country, what we do based upon that experience, we've done an initial survey within that acceptable walking distance, that 1 1/2 mile basically is what we see around the country, at those venues around the country, they push it out to 2 1/2 miles. We're not doing that, we're being conservative in it and what we expect human behavior to be. And that's what the result of that 2,400 is that initial survey. Obviously, we're again, very early in the process. We'll refine that survey many, many times over the next few months.

Greg Otis: Very good. Thank you. All right. Table 11.

Table No. 11 Rep: Our table paid close attention to the instructions, so we only put three questions down.

Audience: Laughter.

Table No. 11 Rep: And our focus was more on the part of the plan, the parking plan, on campus as opposed to the shuttles that will bring people in from the external sites. So the first question is, is there an existing parking plan for the campus? How will it be managed on game day? And we also were thinking about the tailgating that might occur over a whole weekend. So, how will the campus parking be handled? A little bit more specifics on that.

Secondly, does Tulane file a parking plan now with the City annually. I mean if the City is going to help manage the impact on the neighborhood, it's not something that just needs to be considered on game days. It should fit in with everyday parking for the University in the neighborhoods.

And thirdly, are you considering using schools for some remote parking locations? That's just a recommendation. There's Fortier and other schools may be a good close place for people to park.

Greg Otis: Thank you.

Yvette Jones: Well let me just -- the last two questions. Yes, the local schools. We've actually talked to a couple of them. They're part of the plan for our parking. And then you asked if we had a parking plan. Yes. We do have one on file with the City and we will be filing a new one. We file one when we do any new project, so we do update that. And then, Dennis, can you answer the on-campus question?

Greg Otis: Here you go.

Dennis Finigan: As Yvette said, there is a permit parking plan for Tulane University and at other universities, the right to use spaces is time limited. It's when you buy a permit, unless you live on campus of course and are permitted to have a car. But at other universities, when you buy a permit, you'll be excluded from that permit being valid on parking days.

We did work up an estimate based on a count of the number of cars parked during the -- at 6:00 a.m. on a Saturday morning when I thought even all the college students would be back -- and we

have that number and that's part of what we have to reserve. That's why we're not using 2,400 spaces, but 1,700 spaces, so 1,700 and change. But it's not unusual to have restrictions on permits and at a certain time, to be scheduled for instance, a permit may not be valid up to 8:00 p.m. on a Friday night or something in that range.

Greg Otis: All right. Thank you. Table 15.

Table No. 15 Rep: Hello. I'm a recent graduate and I tailgate for all the games. I go to all the games, so I have to admit that I am incredibly biased so I'll try to be as fair when I answer or give you some of their questions. And also some of them are a little repeated, so I apologize.

One of the questions that came up was what is the rationale to shifting all the ingress/egress to Calhoun and Claiborne instead of Audubon Boulevard. Some of the people at our table feel like maybe they're being slighted because their groups aren't as necessarily vocal as some of the other groups, and so we would just like to see some equality in addressing all the other streets within Tulane's area.

I know you said that tailgating would be discussed at game day, but you know, there are some parking concerns with tailgating so I just really would like some answers on where tailgaters are going to be allowed to go, what's going to be allowed at Rosen, so--- is that going to be a tailgating spot with parking? So there are some parking concerns with tailgating where I'll be able to park when I throw my tailgates. So hopefully you'll address those at game day, specifically.

I know this is a little off-topic, but details on the litter abatement programs? Some of our solutions were getting some of the sororities and fraternities involved. But also, we'd like to see some of the streets and zones that would necessarily be addressed with that. Just maybe like a diagram of where the litter abatement would take place. Also, we have a resident on the north side of Claiborne that's very concerned about parking in that area and we feel like it's an area that's been grossly neglected in some of the speeches so far.

And then, also, TUPD and NOPD, what kind of driving will they be doing? Will they be parking? Where will they be patrolling? So it would be nice to be able to see a diagram with their entire zone going around, because I know you showed some of the areas with

restricted access, but it would be nice to have a reminder where they would be driving and parking.

Greg Otis: OK. OK.

Table No. 15 Rep: And then there's one more. Since there's going to be limited parking, obviously there won't be 30,000 spots. A lot of people will be biking. And I know there's a large amount of biking on campus currently and they just built a whole bunch right in front of Sharp, in front of the LBC, but obviously students use those, so what's going to be the increase for that? And currently, you have to register your bikes with TUPD at Diboll, so how are people that are going to be using bikes going to deal with that process? Will they get their bikes taken during games? Thank you.

Greg Otis: Good questions. Thank you.

Yvette Jones: Do you want to talk about we are going to look at North Claiborne?

Don Jordan: The North Claiborne on the north side of that, as far as parking -- that's exactly why we're having these forums, it's a great opportunity to get the feedback, to look at the plan, modify the plan as we go forward. So it's exactly why we're doing this and 24 months out is the perfect time to be going through some of this.

Greg Otis: OK. Tailgating, I think we do have to deal with that. I don't think there's anything relative to parking or tailgating or access. It's going to be next time. All right. Abatement, and then bikes. Obviously, that's a great idea. We haven't had that one yet. So thank you for that. All right. Table No. 9?

Table No. 9 Rep: One of the items that came up, I think at the first meeting a couple of weeks ago and also I think Scott Cowen mentioned it before the City Council or the City Planning Commission, but an agreement between the neighbors and Tulane University. And I want to ask you now, will Tulane commit to a legally binding agreement with the neighborhood? They had one with Turchin and you call Tulane, and you don't get phone calls back with respect to the Turchin agreement. So will Tulane commit to a legally binding agreement on these items we're discussing? I think your silence speaks for itself. With respect to traffic--

Audience: Applause.

Table No. 9 Rep: With respect to traffic, security and trash pick-up, I sure hope Tulane is going to pay for all of it for the overall area. Tulane pays

zero property taxes except for two small rental houses. And I hate to see the rest of the City's citizens having to fund Tulane University's activities. So I'd like to see Tulane pick up the cost of security, trash and the parking for the entire, overall area, not just Tulane's campus.

The subject of parking has been bandied about. Who do we call for the tow truck? I hope we don't have to track down NOPD or Tulane Greenie copy to be able to call the police. We have to have a number to call for tow trucks.

The format of these meetings reminds me of what we did with the Corps of Engineers. They use the exact format. They made a presentation. They had tables. People sat around in groups, made their points, gave up - just like we're doing now. And the Corps said, thank you, but this is what we're going to do.

We need to have a fourth meeting scheduled where we get feedback of which of the objects or subjects we talked about have been incorporated and what have not been incorporated, and if not, why? We need a fourth meeting scheduled.

Greg Otis: OK. Very good.

Audience: Applause.

Greg Otis: Thank you very much. Very good. Relative to use.

Yvette Jones: Well, you know, last meeting we did talk about use and what we would not do at the stadium. And I know there's been a lot of discussion about types of events, frequency of events, hours of use. We are refining our use policy. You asked about a fourth meeting. We're talking about that, and we'll come back and show you. I mean, we're getting a lot of input about the kinds of questions you want answered on use, and plan to bring that back. And we did talk about doing a fourth meeting, which may be sometime in August.

Greg Otis: Traffic was discussed.

Audience: Inaudible.

Yvette Jones: Sir, I can't answer that question right here. You asked about the baseball agreement. The baseball agreement was part of a variance that we needed to put lighting up at Turchin Stadium.

Audience: Inaudible. Inaudible-- a legally binding agreement with the neighborhood.

Yvette Jones: I'm not here to negotiate about that.

Audience: Thank you.

Greg Otis: There was a question about, basically, the overall operational expenses associated with it. I think there's a plan being put together in that regard that will be part of the presentation next time. Is there anything else here?

Doug Thornton: The question about the tow truck.

Greg Otis: The question about the tow truck.

Doug Thornton: We would have a hotline for the tow truck that would go right into our command post. We'd have a game day operations command post on site at the Stadium site that would dispatch the tow truck to the affected area and that would take care of the issue. With respect to the cost and implementation of all of this, we are still in the planning phase, but I would see this being no different than the game day operation that we operate at the Superdome.

We are not the managers of the stadium, but it would be much the same way, where you would have a work order and the security plan, the traffic plan would all be activated on game day, in a sequence. We'll talk about that at the next meeting.

And certainly, it is no different than an event that we would operate downtown, where you have pre- and post-security, you have pre- and post-janitorial, both in and around the stadium, so we'll cover those topics and get into more detail at the next meeting. OK.

Audience: Who's going to pay for it?

Doug Thornton: That cost would be a game day operating expense, paid for by Tulane, covered by the revenues generated out of the event that's produced at the Stadium. We've already looked at that math and it's not an unreasonable cost compared to what revenues would be generated through ticket sales. It can be easily supported.

Greg Otis: OK. Table 14?

Table No 14 Rep: OK. First of all, I'd like to thank Tulane for doing this, and I'm going to say I appreciate what you're saying. But please don't just give

us lip service. Give us true ear service. In other words, really, truly listen to what the neighbors are saying.

The first question I have, and this may have been addressed by Ms. Jones, I'm not sure, but are you, Tulane, willing to sign an enforceable neighborhood agreement with the restrictions previously discussed? And this includes types of events, one per weekend, time restrictions, noise, trash, etc. The other thing -- I live on Claiborne Avenue, and Claiborne Avenue has been banded around all evening as if it's a thoroughfare and nothing else. Do you all realize that almost 90% of Claiborne Avenue from the Parish line to Napoleon is residential? People live there. And so I would like you to begin treating Claiborne Avenue as if it is a residential area, not just a throughway for Tulane. OK?

Do you all plan on having simultaneous events at both Turchin and the new field at the same time which would create a parking debacle, as we all know? Or, also, if you are talking about parking down at the dome, what if the dome is having an event going on? What's going to happen to that? Another question that was brought up, and I know this because my mother lived on Barrett Street for 25 years, is there any possibility that you all are going to consider re-opening your gates at Prieur, Johnson, Barrett, etc., so that people will be able to egress from the games through the streets there? That's a real concern, because it took them a long time to get those closed.

My biggest question, because I've asked Tulane repeatedly about different things, and every time I ask them about something on Claiborne Avenue, I am told it's a highway, and Tulane has absolutely no control over it. So I want to know how any of this, any of this is possible with all of these buses that you're going to have, and with all of this blocking off of streets? I mean I don't get it. It's a federal highway, a state highway. I mean I hear it from the City and I hear it from Tulane every time I call to ask. It's a highway. And you all have no control over it.

And when I've asked Tulane to help me, they say, well, you know, it's a state highway and we don't have any control with the Legislature, etc., etc. OK. What are you going to do to protect the neighborhoods from -- and this was brought up, I believe, from the young man -- you did-- you had it on your thing but I don't think he said it -- all the neighborhoods that are north of Claiborne Avenue. We keep talking about this restricted area. All of these people are feeling very, very much left out.

And as far as the workers coming? Well, I literally live in spitting distance of Turchin, so when all these people come out -- and it's going to be an hour and a half -- it's like Bourbon Street. It is literally like Bourbon Street. I cannot sleep. I could not sleep the day that they had the high school football game, because it was midnight before all of the people were out of there. And if they're walking and they're talking normally, but you have that many people, it's loud. And your workers are going to be that much later. How about making them go on Willow Street? Willow Street from Calhoun Street all the way to Audubon Boulevard is Tulane. Why drop them off or make them come out at Claiborne? Couldn't you at least give us that much of a break?

Greg Otis: OK. Thank you. Claiborne?

Rick Dickson: The question about multiple events at the same time -- we would not do that. I think as you'll see, particularly at the July meeting in regards to game day, just the whole flow of traffic, pedestrian activities, how the areas are secured -- we certainly wouldn't. We have the control or ability not to do that. Likely, in most cases, if not all, we'll want to incorporate Turchin into the single football event that date, but never to conflict against it.

Doug Thornton: In terms of the use of the parking garages or any facilities at the dome for the personnel that would be working at Tulane Stadium, you are correct. If we had a major event going on at the same time as a Tulane football game, presumably on a Saturday afternoon, we might have some displacement there, but we're talking about 350 stadium workers that would be shuttled in from the Superdome and we've got 7,500 parking spaces on site and that does not include the spaces that we normally have for our employees which is under the Interstate, the Claiborne overpass there. So we've thought about that and it could possibly happen, but the chances of it happening would be infrequent. It would be fairly remote and if it doesn't, we'll make adjustments.

Oh, the question about Claiborne and the access. All public streets are controlled by the New Orleans Police Department or the law enforcement authorities. We, at the Superdome, when we operate for a Saints game, don't have the ability, for example, to shut down Girod Street, which is the street right behind the dome where the team buses come in, without the permission of the NOPD.

That may sound crazy, but the same thing would apply to Claiborne or Broadway or Nashville or any other street uptown. Before we would be able to close or redirect traffic, we would need to have an

approved parking plan which will be done in consultation with the NOPD. That's what's taking place right now as we formulate these plans.

And the same would be true of the City of New Orleans. Their Chief Traffic Engineer would need to approve the parking plan. So after all of this vetted, we would go to them and we would present those parking-- those traffic control points, and talk about how the traffic circulation patterns would take place.

So that's how Tulane would be able to do the shuttle program on Claiborne and have the traffic direction that we're talking about. It's all subject to final approval by the NOPD, because law enforcement controls the closure or redirection of traffic on any public street.

Yvette Jones: You asked a question about the streets. I mean it's not part of our plan to open any of the side streets that run along Ben Weiner and clearly, not along the side on Audubon Boulevard.

Audience: Inaudible.

Yvette Jones: I think I answered that before, and I know that will come up in our future -- the next meeting as well, about the use.

Greg Otis: OK. Table number?

Table No. 3 Rep: I'm Phyllis Jordan. I represent the Central Carrollton Association and we are to the west of Broadway. We will have the same problem that the neighbors on the north of Claiborne have. If you are restricted from those areas closest, they'll simply park a little bit farther away. So we request that this be extended to a larger area.

Our primary concerns have to do with how you will -- how someone will police those restricted areas. The NOPD does not do a very good job at Jazz Fest of allowing the neighbors to use their own parking places. They allow people who do not have permits to use those parking places if they know them. So how do we have a guarantee that there's going to be the appropriate policing and enforcement of restricted areas.

How do we know that if we decide to have a party on Friday night or Saturday morning, how do our guests get permits in a 12 hour/8 hour turnaround. It's our right to have our friends come over and we will need to get those permits in a very timely way.

The park and ride culture that was brought up earlier -- your example of Zurich Classic is not a real parallel one in that people know there's nothing out there at the TPC. They know about the complete lack of parking there. Anyone in the New Orleans metropolitan area is going to assume that the Carrollton Uptown University Area is going to have parking. I think it's going to take a lot to educate people --

Audience: Applause.

Table No.3 Rep: -- to use park and ride. It's going to be a massive undertaking that's going to have some resources put to it. Tow trucks -- the City has 13, I believe. And some of those are required to be in the French Quarter. And those are my points. Thank you.

Greg Otis: Thank you. Appreciate it.

Don Jordan: Yeah. On the access side of things -- we've dealt with this at many venues with the travel demand management side, where if you had a party or such, that you can get the permits. It's an online system, so literally, you can get those permits instantly. From the point you register, you have an access code as a resident that you can then give access to someone to come into your property and facilitate that permitting process. And then, the traffic control officers can see the permit and have that ability to sort the traffic, so to speak, and allow that access.

Greg Otis: Is there any kind of thought about this whole -- I've heard about it a couple of times -- the culture of park and ride? What's the educational process that the public goes through in these different venues that you've talked about.

Don Jordan: A lot of it is the proactive work of the athletic department when we're going through this process is to make sure, in the fan guides and the pre-information to season ticket holders, to your constituents that are going to be coming in, and putting that information out, and basically, tell them, unless you have a permit for this parking garage, you're not going to have access into the campus. There's no cash parking. You're not going to be able to come in and circulate and try to find a parking space, that you either need to get your permitted parking or you need to park at one of the park and ride locations, all delineated out, and take the park and ride shuttle that's in place for you.

Greg Otis: So, within the context of a season, the public generally starts to understand how that system works? Is that partly the process?

Don Jordan: No, there would be a lot of upfront work before the season ever got here. You've got to make sure that you communicate that effectively.

Doug Thornton: And just one point on that. We have talked a lot about park and ride shuttles. I would say Jazz Fest is probably a closer example because it is in a very urban setting, and maybe perhaps more so than Zurich classic, but we want to make it as seamless for the fans. And I think that's what Don is talking about, the proactive nature of this.

We would get out in front of it, so to speak, several months ahead, to make sure that the people who are planning to take the park and ride shuttle know that it's going to be convenient, safe, and easy to access. And while they're on the bus, it's a three to four minute ride, they'll be well taken care of so that when they go to jump on that bus, it's either embedded as part of their ticket price or, like I said earlier, we have a wireless device there to take a credit card, where it's very convenient for them. That's the key is to make it seamless.

Don Jordan: An example I can share real quick is Daytona International Speedway. We do a park and ride shuttle system. 60,000 people we move on the 500, and the proactive nature started six months out to get the information out to everybody of the new facilities, the new assets to be able to handle the facilitation of people in from the park and ride shuttles.

Greg Otis: Very good. Have we missed a table? I don't believe we have. We had 14 folks come up and express their concerns. All the questions there are documented on the wall. What we've taken out of the first forum was to boil those down into questions that are now finding their way to both the fact sheet and the neighborhood concern sheet.

We will continue to do that with these documents, and we'll look forward to seeing the suggestion cards as well. If you feel like there are still outstanding questions and specific points that need to be made, leave them on your table. We'll collect them up after the fact and you can also get some additional ones at the table there. But -- is there a question?

Audience: Inaudible.

Greg Otis: Yeah. How do you control getting the permits online?

Don Jordan: We actually have a device that does the validation side of it.

Greg Otis: OK. So, in other words, you could get one, but it wouldn't be valid?

Don Jordan: First person would be valid; second person, it would deny access.

Audience: Inaudible.

Don Jordan: That's for duplications we're talking about.

Greg Otis: Yeah. So that's the way to restrict duplications.

Audience: But what if I live in Jefferson Parish and I want to [inaudible].

Audience: How does it verify that I live on Audubon Street?

Don Jordan: Based on your address in Jefferson Parish? I'm not following. I'm sorry.

Audience: Inaudible.

Greg Otis: OK. I think we understand the issues there. We'll obviously need some clarification around the process of getting those permits to access the controlled traffic zone.

We very much, again, thank you for your participation. We have another forum which will deal specifically with game day operations issues that will be on July 11th.

And what you should anticipate seeing is, by next Monday, the information again on the updated community concerns, a document being updated and consolidating all the information we're gathering. So thank you very much for your participation this evening. Good night.