

BOSSIER PARISH POLICE JURY
ROAD/SUBDIVISION REGULATIONS COMMITTEE MEETING
MINUTES

Mr. Philip Rodgers, Chairman
Mr. Bob Brotherton, Co-Chairman
August 7, 2024

The Road/Subdivision Regulations Committee of the Bossier Parish Police Jury met on this 7th day of August, 2024, at 10:30 a.m., in the Police Jury Conference Room, Bossier Parish Courthouse, Benton, Louisiana. Mr. Philip Rodgers, Chairman, called the meeting to order, with the following members present:

Mr. Philip Rodgers, Chairman, Mr. Glenn Benton, Ms. Pam Glorioso, Mr. John Ed Jorden, Mr. Chris Marsiglia, Ms. Julianna Parks, Mr. Doug Rimmer.

Others present for the meeting:

Ms. Carolina Blunck	Mr. Nguyen Kha
Mr. Jimmy Cochran	Mr. Heath Lyles
Mr. Russell Craig	Mr. Sam Marsiglia
Ms. Ashley Ezell	Ms. Megan Ramos
Ms. Stacie Fernandez	Mr. Matt Redmon
Mr. Jim Firth	Mr. Kent Rogers
Mr. Butch Ford	Mr. Tom Salzer
Ms. Monica Grappe	Mr. Keith Sutton
Ms. Rachael Graves	Dr. Ken Ward
Mr. Eric Hudson	Mr. Rod White
Mr. Patrick Jackson	

Mr. Patrick Jackson, Parish Attorney, stated that he has provided to committee members a copy of a proposed comprehensive revision of the current parish commercial vehicle enforcement standards. He presented a brief history of how the first commercial vehicle enforcement ordinances were developed, in an effort to provide jurors with a better understanding of why these proposed revisions are necessary.

Mr. Jackson stated that within the first 18 months of the Haynesville Shale activity, the parish lost almost \$20,000,000 in timber bridges and infrastructure due to overweight vehicles crossing posted bridges. He stated that the timber bridges in place at that time had been there since the parish was founded, and advised that they were intended for private vehicles, agricultural traffic, the occasional trash truck, and other occasional instances of larger vehicles.

Mr. Jackson stated that the base rules in place in the state at that time provided that unless a parish, city, town, or the state had a law in place, the base weight limit allowed on roadways was 80,000 pounds. He stated that did not apply universally to all vehicles, advising there was a scientific calculation to determine vehicle weight limits. He further stated that there were different rules for two-axle, three-axle, or additional axles on vehicles. Mr. Jackson stated that the caveat to

these weight limits at the time, is that the parish also participates in the state bridge program. He stated that this program is a federally mandated system, which provides federal funding to support the parish bridges. He further stated that it is required that the parish use the state to evaluate and grade parish bridges on an annual basis as a participant in this program.

Mr. Jackson stated that at that time, the federal government also mandated that states adopt certain rules to prevent damage to federally funded roads by overweight vehicles, similar to FEMA ordinances to prevent development in flood-prone areas. He stated this began in the Department of Transportation and eventually to Louisiana State Police, and applied to US Highways, state roads and interstates. He further stated that in theory, the state was intended to help local governments with policing this issue, however, there were very few officers on the ground to enforce weight limits on state roads. Mr. Jackson stated that concrete companies, construction companies, and oil and gas companies were able to travel freely once they were off state roads.

Mr. Jackson stated when the Haynesville Shale began and parish infrastructure was destroyed, the parish exhausted a tremendous amount of political capital to request that the state return severance tax paid by the parish to repair the damaged roads. He stated that the state did not agree to this proposal. He further stated that the parish pays a significant amount more than it receives back from the state. Mr. Jackson stated the money paid by the parish in severance tax goes into the general fund of the state, and only a small amount is given back in the road program. He stated that in response, the parish adopted the state's overweight vehicles rules verbatim, including fine schedules, definitions, and nomenclature to enforce on parish roads. He further stated that the initial adoption of overweight vehicles ordinances on parish roads caused political turmoil, but it proved successful in protecting infrastructure.

Mr. Jackson stated that saltwater trucks are a large contributor to the destruction of parish roads. He stated that at a well location on a rural road, there can be up to 200-300 saltwater trucks on a parish road in one day. He further stated that due to the intensity of this amount of traffic, the destruction of infrastructure happens much more quickly. Mr. Jackson stated that the Minnesota Department of Transportation obtained the science of how the state of Louisiana fines were calculated. He stated that the previous police jury was provided with this information, which details how much of the life of a road is taken with every overweight vehicle travelling upon it. He further stated that after the jurors understood the damage, the overweight vehicle ordinances were adopted.

Mr. Jackson stated that recently, a local business has asked to be allowed to operate in a way that the staff believes is not in the best interest of Bossier Parish and its citizens. He stated that this company has been allowed to obtain a special overweight permit from the state which allows for blanket movement for state projects on all state roads for a period of one year, for a set fee. He further stated that the parish infrastructure cannot support this type of special overweight permit, and if we allow this type of special permit, we know that it will damage our roads.

Mr. Jackson stated that this local company has pointed out its concerns about parish commercial vehicle enforcement ordinances. He stated that some practices have been developed over time which have proved to be a more efficient use of time for the parish, as well as businesses. He further stated that the initial practice involved taking very large scales out of the unit, the process of weighing each wheel, and then completing an extensive math calculation in the unit in order to generate a ticket. Mr. Jackson stated that this process took approximately 30 extra minutes to complete, and the parish received complaints due to the length of time of each stop. He stated that in response, the process was changed to gathering the necessary data and mailing the ticket to the company. He further stated that this local company now wants to know the cost of the violation immediately in lieu of waiting for the ticket by mail. Mr. Jackson stated that he advised the company that will add approximately 30 additional minutes to the stop, and the company stated that they may want to withdraw the request.

Mr. Jackson stated that the document presented today encompasses all practices of the Commercial Vehicle Enforcement Unit over the last decade, in addition to all modifications to the state law, and combines them into one revised document for review. He stated that it is not required that this revision be adopted today, and he has highlighted all changes to the existing ordinances. He further stated that what is presented today is very comprehensive and he is happy to go through each change with the committee.

Mr. Jackson stated that he has an agenda item in today's regular meeting to rectify his advice given concerning the ratification of the CVEU Board of Appeals decision on July 24, 2024. He stated that he has sent an email concerning this matter, but in a tie-vote situation, there are Attorney General opinions which state that the matter fails even if the president votes. He further stated that the issue indeed failed with the tie-vote on July 24, 2024, and he needs some guidance from the police jury as to how it wants to proceed with that agenda item.

There was further discussion of the proposed revisions to current CVEU regulations. Mr.

Jackson stated that the fine schedule found in the proposed revision, which was previously adopted by the police jury, is exactly the same as the state's fine schedule. He stated that a lot of the damage caused by overweight vehicles can be seen immediately at the time of damage, and the parish engineer can provide an estimate of the cost of damage immediately in those types of situations. Mr. Jackson stated that some damage is not as visible immediately. He stated that this type of damage is evident on roadways where the indentions from overweight vehicles are so deep, a private vehicle can travel along the road in these indentions without moving out of the indentions. He further stated that the engineering data reveals that these overweight vehicles have stolen a certain amount of life from the roadway. Mr. Jackson stated that there is an approximation of the life of the road stolen, and the fines are set accordingly to compensate for that loss of infrastructure.

Mr. Jackson stated that a recent example is the bridge on Caplis Sligo Road, which was on schedule to be replaced, but still had some life remaining before scheduled replacement. He stated that one concrete truck on the bridge caused the life of the bridge to be depleted and resulted in the premature closure of the bridge. He further stated that the ticket issued to the overweight vehicle on that bridge totaled approximately \$9,000, but that amount is not compensatory for the damage and the inconvenience caused.

Mr. Doug Rimmer asked if the revised schedule included in this revision accounts for inflation and the rise in the cost of construction materials. Mr. Jackson stated that the original ordinance gave the parish the administrative authority to adopt the state's schedule by reference. He stated that this revision makes it extremely clear that our fines are now being increased to match the state schedule, and advised that any further action the state takes to update its schedule will be adopted by reference.

Mr. Jackson stated that the fines seen in this revision are heavy, and will fall hard on people who make mistakes. He stated that it is very difficult to balance this interest, while simultaneously knowing that anytime an overweight vehicle travels a parish road it is causing damage to the road. He further stated that he has not filed suit against a driver's insurance carrier for damages such as in the event of a bridge collapsing, but the latent defects are not visible immediately.

Mr. Jackson stated that he understands this is a difficult matter to enforce on fellow business owners, and in situations where a driver expresses a sincere apology for a mistake. He stated that at this point, these are the rules protecting the parish infrastructure, and unfortunately the industry only operates as it is forced to operate. He further stated that there are always those

who operate dangerously, and these rules are in place to hold them accountable and protect our infrastructure. Mr. Jackson stated that there can be discretion, but this is the mechanism taken directly from the state to adopt in Bossier Parish.

Mr. Rimmer asked for clarification regarding the matter of time taken when a driver waits onsite for the ticket, or when the necessary information is gathered, and the ticket is sent by mail. Mr. Jackson stated that he explained to the complainant that it was at his request that the process was changed to a ticket by mail, because the total time of the stop was averaging approximately 50 minutes. He stated that a truck hauling concrete only has a finite amount of time to deliver the load before it is no longer viable. Mr. Rodgers stated that concrete can only sit in a truck for three hours. He stated that a traffic stop of one hour can result in the concrete no longer being usable in that situation.

Mr. Rodgers asked about the increase in fines on the revised schedule. Mr. Jackson stated that the schedule was previously adopted in 2009, and it was exactly the same as the state at that time. He stated that this revision increases our schedule to match the state's current schedule. Mr. Rodgers stated that his concern is that this increase will deter business in the parish.

Mr. Eric Hudson, Parish Engineer, stated that the schedule is a permit fee schedule, not a fine schedule. He stated that these are the amounts charged for a permit for operation on a Bossier Parish road. Mr. Butch Ford, Parish Administrator, stated that the largest load on the schedule of 250,000 pounds, is the amount of a permit for moving across a parish road with that amount of weight on the commercial vehicle, which is exactly what the state charges for the same amount of weight.

Mr. Glenn Benton asked if a company has a state permit, are they also required to have a parish permit. Mr. Jackson stated that just as a sheriff's deputy can write a ticket on any road, similarly, the parish CVEU Officers have the authority to stop a vehicle travelling on any road in the parish, as the ordinances are currently written. He further stated that the confusion stems from the fact that the parish will honor a state permit on state roads, but if the vehicle is on a parish road, it must have a parish permit. Mr. Jackson stated that the parish requires the permit process to be completed so that a route can be established, regardless of whether the permit fee is waived.

Mr. Ford stated that from 2007 to 2011, an industry destroyed \$16,000,000 of roads in South Bossier Parish which required the parish to reconstruct the roads. He stated that with help from Mr. Jackson and former Parish Administrator, Bill Altimus, the companies causing the

damage provided \$4,000,000 in funding towards the repair of the roads. He further stated that the remaining \$12,000,000 needed to repair these roads was taken out of the highway fund. Mr. Ford stated that the CVEU was created to protect the parish's investment in bridges and roads. He stated that initially the CVEU did not collect enough in permit fees to cover the cost of the department but advised that the situation has flipped recently, and the department pays for itself. He further stated that this is due to business owners now knowing that they must obtain permits from the parish.

Mr. Rimmer stated that he had the opportunity to ride with the CVEU officers for a rig move. He stated that during travel, they encountered a speeding commercial vehicle on Highway 3, which resulted in a ticket issued to the driver. He further stated that they encountered another commercial vehicle who did not have its load properly secured. Mr. Rimmer stated that he also had the opportunity to see a situation of immediate damage to the roadway caused by another commercial vehicle. He stated that the invitation is always extended from the CVEU department for jurors to ride along and gain some insight into their daily operations.

Mr. Chris Marsiglia stated that the permit fee schedule increases as the weight increases, and it does not appear to be uniform increases. Mr. Jackson stated that the weight and its effect on the infrastructure is exponential. He stated that whether a vehicle is ten pounds overweight, or 100 pounds overweight, the difference in impact is not ten-fold because the increase in weight demands an exponential increase due to the amount of damage increased weight causes on the infrastructure. He further stated that he has learned from the engineers through the years that as soon as a commercial vehicle operates over a certain weight, the damage caused is exponential.

Officer Russell Craig stated that one column covers regular overweight permit fees, while the other is entitled letter date. He stated that the letter date column is when a company requests to permit more weight than legally allowable, also called a super load. He further stated that is why there is such a substantial increase, because engineering and structural studies are required in that instance. Mr. Marsiglia asked Officer Craig if at a certain weight, there is a requirement for additional axles on a vehicle. Officer Craig stated that a letter date is issued in instances when a vehicle is at maximum axles, but still significantly overweight. He stated that the parish will accept the state's letter date, conduct a review by the engineering department, and normally concur with the state and issue a parish letter date. He further stated that the company assumes responsibility of any damage caused to the infrastructure. Officer Craig stated that there are certain requirements

of the letter date, including staying in a specified gear and traveling at a set speed, as well as requiring CVEU presence for the entirety of travel through the parish.

Mr. Ford stated that in order to design a road, you must begin with a truck and car weight, which is 80,000 pounds for federal and state highways. He stated that a safety factor is then added to the roadway, which is typically a factor of three. He further stated that on an 80,000-pound roadway with a safety factor of three, a commercial vehicle weighing 250,000 pounds exceeds the factor of safety even though it has a number of axles. Mr. Ford stated that this vehicle will cause damage to the road which cannot be immediately seen, unless it is repetitive, in which case it will be revealed quickly. He stated that if we designed roadways for 250,000 pounds, the factor of safety is 750,000 pounds, and no entity can afford to build such roads. He further stated that the overweight fees are so much higher on the heavier load weights because the damage increases at such a great amount. Ms. Julianna Parks clarified that the safety factor is three times, not three percent. Mr. Ford stated that it is three times.

Mr. Jackson stated that he has learned a great deal about overweight vehicles over the years, and one complaint he initially received was that logging trucks receive a benefit that concrete trucks do not. He explained with a visual aid, the design of a bridge and how a logging truck crosses the bridge as compared to a concrete truck, explaining that all the weight is on a single span at one time when a concrete truck crosses the bridge. He further stated this is why a concrete truck causes more damage than a logging truck, because the logging truck is much longer, and the weight is distributed evenly across the bridge as it travels across. Mr. Jackson stated that there is a great deal of science involved in these calculations and advised that the requirements are not arbitrary. He stated that there are very harsh consequences when these vehicles pass over our infrastructure. Ms. Parks stated that another consideration is that the parish cannot catch every overweight commercial vehicle operating without a permit, resulting in damage that is not offset by permit fees.

Mr. Rodgers stated that he believes the jurors should take some time to read these proposed changes in their entirety. He also stated that it is his opinion that a meeting with Officer Craig may be beneficial for those who may have questions about certain items, as constituents will have questions.

Mr. Jackson stated that he will also be sending the proposed changes to counsel for the companies and allow them a time to comment. He stated that he wanted to provide the jurors with

the information before taking any further steps.

Ms. Parks asked if a policy change should be considered whereby the driver is asked during the stop if he would like to wait for the ticket, or is given the option to receive the ticket by mail. Mr. Rodgers stated that the driver will most likely choose to wait, but the owner will rather their vehicle be back in travel as soon as possible. Mr. Jackson stated he will work with operations to decide if that is an option. Mr. Jorden stated that when you receive a ticket from a state trooper, you do not know immediately the cost of the ticket. Mr. Jackson stated that the math must be calculated according to the overweight amount. Mr. Rodgers stated that the company can determine the amount by how many pounds overweight the vehicle weighs. Mr. Jackson stated that speed is a set amount by miles per hour, but this requires more time due to the calculation of the weight as it relates to the damage.

Mr. Jackson stated that a video was sent to the complainant detailing a commercial vehicle stop and it is a very interesting process. He stated that once the truck is on the scale, a photograph of the weight is taken with the driver's license in frame, so that there is no question of the legitimacy of the stop. He further stated that the data collection, along with inputting the information and calculations, takes some time to complete. Mr. Jimmy Cochran stated that the parish does not dictate how outside businesses operate, and it is his opinion that the CVEU should operate in a way that is best suited for its operations. He stated that an officer spending an hour for each traffic stop is likely to see additional commercial vehicles passing which violate ordinances.

Mr. Glenn Benton stated that this issue comes up annually during the National Association of County Governments (NACo) Conference, and it is a battle each year. He stated that the federal government has tried to reduce these commercial vehicle regulations solely to federal roadways, even though most big box stores, which have overweight vehicles, are not located on federal highways. He further stated that these vehicles are still going to travel on local roads, and the parish needs its CVEU operations to enforce parish regulations on parish roads.

Mr. Cochran stated that he feels it is wrong for a company to overload a truck and then make the driver responsible for paying for the overweight ticket. Mr. Jackson stated that the trucking industry is a very tough industry, and he understands that individuals are trying to support their family. He stated that often these companies hire subcontractors, who also hire subcontractors, which makes finding the original company much more difficult. He further stated that it is a similar situation with the required bonds in the parish, which are now required to insure

their subcontractors, as well as subcontractors' subcontractors, and so on. Mr. Jackson stated that there are also those companies who use different DOTD numbers on their vehicles or borrow another company's DOTD number. He stated that there are always companies who abide by the rules and regulations, but they are never the problem.

Mr. Rodgers asked that the committee review the proposed revisions and meet with Officer Craig to discuss questions. Mr. Jackson stated that he is asking for permission to send the proposed revisions to interested industry parties for review. Mr. Rodgers stated that we should definitely provide this information to the companies. Mr. Marsiglia asked Mr. Jackson if he will send him the names of the interested companies.

Mr. Jackson stated that a problem with regulating certain industries is the axle weight, and their desire for the parish to weigh the whole truck as opposed to each axle. He stated that when vehicles have a manual axle, the driver can pull the axle up to make a turn, and sometimes they forget to put the axle back down once the turn is completed. He further stated that if the axle is up, that makes the vehicle a two-axle instead of a three-axle, which is how it is loaded. Mr. Jackson stated that other times the manual axle is broken, while other vehicles are not designed to allow for a manual axle to distribute the weight of the load.

Ms. Parks expressed appreciation for this review and the history of the Commercial Vehicle Enforcement Unit. Mr. Jackson stated that Officer Craig has been his educator for many years.

Mr. Matt Redmon, Assistant Parish Engineer, stated that the Northwest Louisiana Council of Governments (NLCOG) was recently awarded the Safe Streets and Roads Grant for All, in the amount of \$800,000. He stated that this is a planning grant, and an action plan is needed to receive implementation funds in the future.

Mr. Ford stated that Bossier Parish is a member of NLCOG along with Caddo Parish, Webster Parish and DeSoto Parish. He stated that he sits on the MPO Transportation Policy Committee, at the jury's discretion. He further stated that this is a requirement of the federal highway administration. Mr. Ford stated that due to federal funding received in the planning area, you must have an unbiased planning organization, such as NLCOG, to determine where funding is disbursed in the area.

Mr. Redmon introduced Mr. Kent Rogers, Executive Director of NLCOG. Mr. Ford stated for the East/West Corridor, North/South Corridor, and Wafer Road Extension, Mr. Rogers

prepared the Request for Proposals for the environmental portion.

Mr. Redmon stated that the first technical meeting was held last week, and the consultant is putting together the action plan. He stated that they were provided with an overview of what is needed to prepare the action plan, and are currently in the outreach phase. He further stated that there are outreach events planned in and around our area, and provided information cards to be placed in public locations. Mr. Redmon stated that he will provide this information to Mr. Rod White, Public Information Officer, for publishing on the parish website and Facebook page. He stated that a QR code is provided on the cards, which links to information about the grant, as well as interactive maps.

Mr. Redmon stated that the goal of the Safe Streets for All Grant is to reduce and prevent deaths and serious injuries on our roadways. He stated that during the implementation phase, the Federal Highway Administration (FHWA) also has countermeasures to make roadways safer for automobiles, cyclists, and pedestrians. He further stated that there are also non-infrastructure countermeasures, which includes providing education to area driving schools, as well as public outreach on seatbelt and car seat safety. Mr. Redmon stated that these measures can be put in our plan, and any funding received in the grant for implementation will be on an 80/20 split.

Mr. Redmon asked for assistance from the committee with getting word out to their constituents. Mr. Ford stated that these cards will be placed in public libraries, including a display, and yard signs will be distributed. Mr. Redmon stated that if anyone knows of any unsafe intersections, or areas in which safety can be improved, to visit the interactive map to mark those areas.

Mr. Rodgers asked if subdivisions built without sidewalks are included in this grant. Mr. Redmon stated that improvements to pedestrian safety is part of the grant and advised that crosswalks are also included in this grant. Mr. Kent Rogers, Executive Director of NLCOG, stated that there are two different studies ongoing. He stated one study is active transportation planning, which covers sidewalks and crosswalks, while the safety study discussed today also covers sidewalks and crosswalks. He further stated this opens several opportunities to receive funding for these types of improvements. Mr. Rogers stated that the funding from this grant can be used on local infrastructure.

Ms. Carolina Blunck, Assistant Planner for the Bossier City-Parish MPC, stated that the jury previously supported their grant application for safe routes in public places with NLCOG, and

advised that she received word this week that the grant application was approved. She stated this grant is for safety improvements for sidewalks on the Benton Spur. Ms. Blunck expressed appreciation to the parish for its support of this grant application.

Mr. Sam Marsiglia, MPC Commissioner for the Haughton MPC, stated that he has received calls regarding placement of these public information signs in the Haughton MPC area. He stated that the request is to place the signs in the public right of way on public roads. He further stated he is relying on the mayor to determine placement of the signs inside town limits. Mr. Rogers stated that the yard signs help to make the public aware of this study. Mr. Ford stated that each MPC can be contacted for further directions on placement of the signs. Mr. Marsiglia stated that he has advised that the signs can also be placed on private property as well, until such time as placement in the public right of way can be determined. Mr. Rimmer clarified that these signs are meant to encourage public participation in the study process.

Mr. Ford stated that he was contacted last week by developers of a convenience store in the Forest Hills and Highway 80 area of Haughton. He stated that the police jury approved a C-store at Wafer Road and Highway 80 recently, and the two locations are close in proximity. He further stated that he has reviewed the traffic study for Forest Hills and Highway 80 and advised that a traffic signal may be needed in that area.

Mr. Ford stated that he met with Jim Hollier, Louisiana Department of Transportation and Development, to advise of the improvements made in this area of Haughton. He stated that he advised Mr. Hollier of the water and sewer improvements the parish has made, the zoning application at Wafer Road, as well as the planned extension of Wafer Road. He further stated that the parish has also recently received funds for the improvement of Highway 157, and a Cooperative Endeavor Agreement will be ready in short order for those funds. Mr. Ford stated that the state was not aware of these improvements in this area, and Highway 80 is in dire need of improvement. He stated that in 2004, a meeting of local elected officials along with other key stakeholders, was held to discuss future growth plans and advised that it is time to schedule another meeting to discuss the Haughton area. He further stated that he will select a location for an early September meeting and invite the Bossier Parish School Board, Fire Departments, EMS Departments, utility companies, as well as local elected officials. Mr. Ford stated that help from our local legislative delegation is necessary to help to push the state to action for these improvements along Highway

80.

Mr. Rodgers asked for clarification on the extension of Wafer Road to Bellevue Road. Mr. Benton stated that there was a traffic study completed in 2000, involving Winnfield Road, Wafer Road, and the Arthur Ray Teague Parkway, which predicted the growth of this area. He stated that with the growth Bossier Parish has experienced in the years since, he feels it is time to update the traffic study for future planning. He further stated that if we are not proactive in preparing for future growth, we will find ourselves reacting to fast growing areas.

Ms. Pam Glorioso suggested that Mr. Kent Rogers be included in the planning meeting. Mr. Ford stated that Mr. Rogers will be included in this planning meeting. Mr. Rogers stated that the long-range plans are made following receipt of all plans from local government, and they combine those plans with what NLCOG has planned for the future. He stated that he agrees it is time to schedule a meeting of all parties. He further stated that an RFP is planned by the end of 2024, to determine needed steps. Mr. Rogers stated that these plans include not only the smaller projects, but also large-scale and mega-projects within the area. Mr. Ford stated that the study completed in 2000 was prior to any water and sewer improvements by the parish, and advised the area has changed tremendously with those improvements.

Mr. Doug Rimmer asked Mr. Benton for clarification on a meeting with the state some years ago in which J-turns were suggested near Country Place Subdivision. Mr. Benton stated that the subdivision did not want to lose their crossover at that time. Mr. Ford stated that there are numerous traffic accidents in that area, and DOTD wanted to implement J-turns similar to what was done in other parishes. He stated that Mr. Hollier has since advised that J-turns are no longer an option due to no vacant property available. He further stated that some crossings may be closed, and J-turns installed to improve public safety. Mr. Ford stated that this area has experienced significant growth, and will continue to grow, and advised that it is time to make safety improvements.

Mr. Eric Hudson, Parish Engineer, stated that the North/South Corridor from Crouch Road to Swan Lake Road currently has no name. He stated that he has requested a suggestion of a name for the road from Mr. Doug Rimmer.

Mr. Jimmy Cochran asked for clarification onto the entrance near Swan Lake Road. Mr. Hudson stated that there will be a stop sign at that location.

Mr. Ford stated that it is his recommendation that an “In Memory of Henry Mitchell” sign be placed on the section near Swan Lake and advised that he was a police juror who lived in the area and helped bring the North/South Corridor to fruition. He stated that on the south end, he suggests placing an “In Memory of Jesse Williams” sign, who was a police juror who lived in that area, and was also instrumental in the North/South Corridor. Mr. Ford asked jurors to consider his suggestions, advising that signs can be ready before the scheduled ribbon cutting.

Mr. Rodgers asked if names should be circulated. Mr. Hudson stated that the usual process is that the police juror of the district makes a suggestion to be approved by the jury, or in the alternative, another option is suggested. Mr. Rimmer stated that he will send his suggestion to the jurors.

Mr. Hudson stated that the Covington Road Extension also needs to be named, due to the addresses along that road, and advised that a name will be necessary for that portion of Covington Road to Highway 614. He stated that he believes Mr. Benton has a suggestion that is forthcoming. He further stated that he will place those suggestions on the next meeting agenda.

There being no further business, the meeting was adjourned at 11:40 a.m. by the Chairman.

MEGAN C. RAMOS
INTERIM PARISH SECRETARY

PHILIP RODGERS, CHAIRMAN
BOSSIER PARISH POLICE JURY