

LIVABILITY COMMITTEE

Meeting Notes

Monday, 7 October 2024, 3:00 pm

Covenant House, Board Room

611 N. Rampart Street, New Orleans, LA 70112

1. Call to Order, Reading of the Agenda, and Roll Call

The meeting was called to order at 3:20 PM and the agenda was read into the record.

ROLL CALL: COMMITTEE MEMBERS				
First Name	Last Name	Present	Absent	Approve Meeting Notes
Madison	Charleston	X		Yes
Rene	Fransen		X	-
Mamie	Gasperecz	X		Yes
Erin	Holmes	X		Yes
Antonio	Carbone	X		Yes
Katie	Kolthoff		X	-

INTRODUCTION OF ATTENDEES: GUESTS		
First Name	Last Name	Role
Rheneisha	Robertson	Covenant House, Chief Executive Officer

2. Public Comment:

No written public comment.

3. Motion – Consider a motion to approve the previous meeting notes

Erin Holmes made a motion to approve the previous meeting notes. Maddie Charleston seconded the motion, and it was approved.

4. Committee Chair’s Comments

Chair Mamie Gasperecz welcomed the Committee and announced that the new FQMD Executive Director has been hired.

5. Presentation – Presentation on Covenant House’s Sleep Out Event on November 21st, 2024. To Present: Rheneisha Robertson

Rheneisha Robertson of Covenant House reported that the Sleep Out Committee will be returning to campus this year and will be holding the Sleep Out Event on Thursday, November 21st, adding that November is National Youth Homelessness Awareness month. She noted that there are sponsorship opportunities available and sleep out teams and donations for the teams are welcome. Ms. Robertson added that the event is primarily a fundraiser and will provide food and entertainment. She stated that all Committee members are invited to attend. Ms. Holmes will add the event to the Vieux Carre Property Owners, Residents, and Associates weekly Vieux.

6. Discussion – Discussion by Committee of North Rampart Infrastructure and Safety Updates. To Present: Antonio Carbone

French Quarter

MANAGEMENT DISTRICT

Mr. Carbone stated that the painting for North Rampart Street is scheduled for tomorrow. Committee discussed the dilemma of a flashing beacon installed at North Rampart and St. Ann which is located in an area where an open permit for a gallery and awning was issued in 2022.

a. North Rampart Survey Results

See attached document. Antonio Carbone reported that the survey results were positive, and the public wants permanent improvements for pedestrian safety throughout the French Quarter.

7. Discussion – Discussion by Committee of Updates on the 2024 Streetlight Repair Project. To Present: Bob Bejarano

Mr. Carbone reported on Mr. Bejarano's behalf. He stated that The Tobler Company anticipates 10/10 invitations for bids and should have bids by November. The Committee continued to discuss the temperature of the lights.

8. Discussion – Discussion by Committee of Keep the Quarter Clean Participation in the Night Out Against Crime event

Ms. Gasperecz reported that the Keep the Quarter Clean tabling event will be held on Tuesday, October 8th on the 900 block of Orleans from 5 PM to 7 PM. She informed the Committee that volunteers are needed due to Shelby Ursu being out of town who can pass out Keep the Quarter Clean brochures and pamphlets and speak with residents about this available resource for reporting sanitation concerns in the neighborhood.

9. Discussion – Discussion by Committee of Potential Key Performance Indices for 2025 Programs

- a. Private Property Graffiti Abatement
- b. Homeless Services Case Management
- c. Pedestrian and Vehicle Safety Measures

Mr. Carbone asked if strategic planning with priorities for each program can be part of the next steps in defining next year's program Key Performance Indices (KPIs). Ms. Gasperecz agreed and asked the Committee to consider the KPIs from this year and think of potential changes or additional KPIs. She added that more discussion will be necessary at the November Committee meeting.

10. New Business– To consider and take action upon any other matters that may properly come before the French Quarter Management District Livability Committee

The Committee discussed the infrastructure survey published in the Times Picayune.

11. Next Meeting Date:

The next scheduled meeting date of the Committee is Monday, November 4th, 2024 at 3 PM.

12. Adjournment

Mr. Carbone made a motion to adjourn. Ms. Holmes seconded the motion, and the meeting was adjourned at 4:30 PM.

North Rampart St. Pedestrian Safety Implementation - Follow up Survey

98 responses

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If you would like to see the results of the previous survey, [click here](#).

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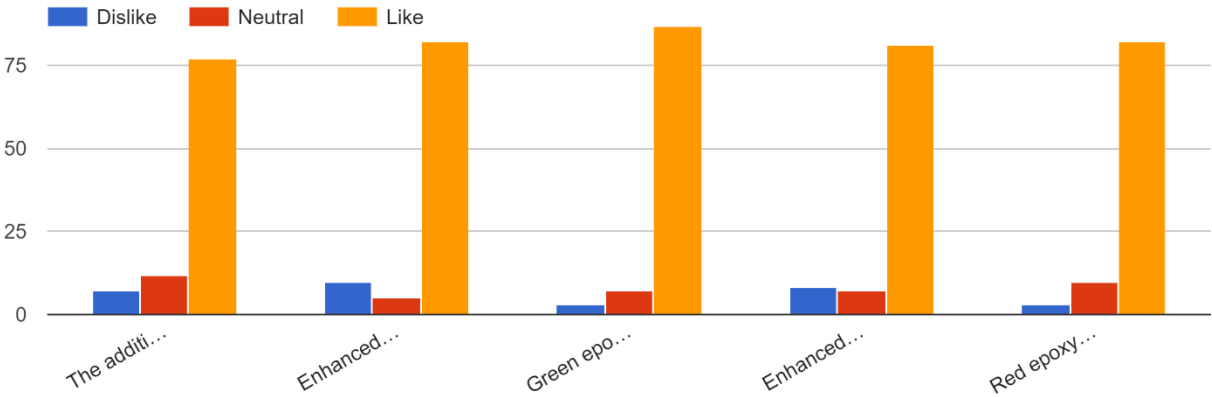
Based on these results, VCPORA partnered with the French Quarter Management District and the New Orleans Department of Public Works to implement the following changes along Rampart referenced in the **bolded** item above:

1. The addition of Rectangular Rapid Flashing Beacons (RRFB) for pedestrians crossing N. Rampart at St. Ann and St. Philip
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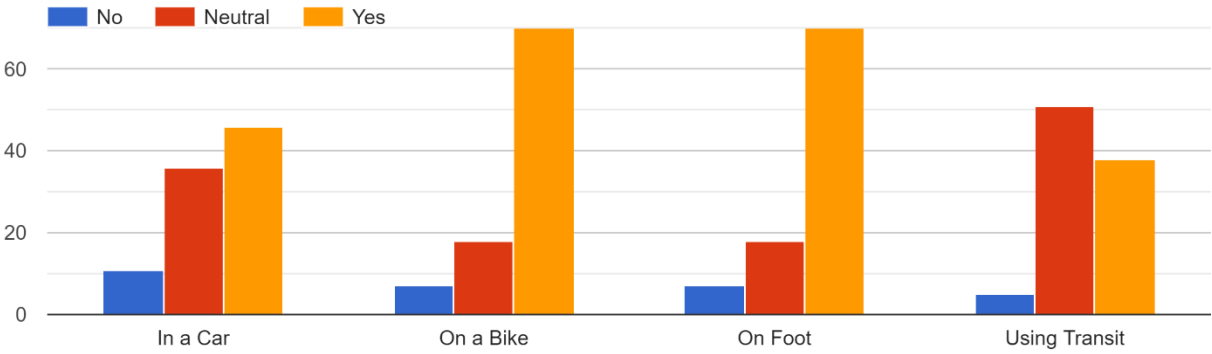
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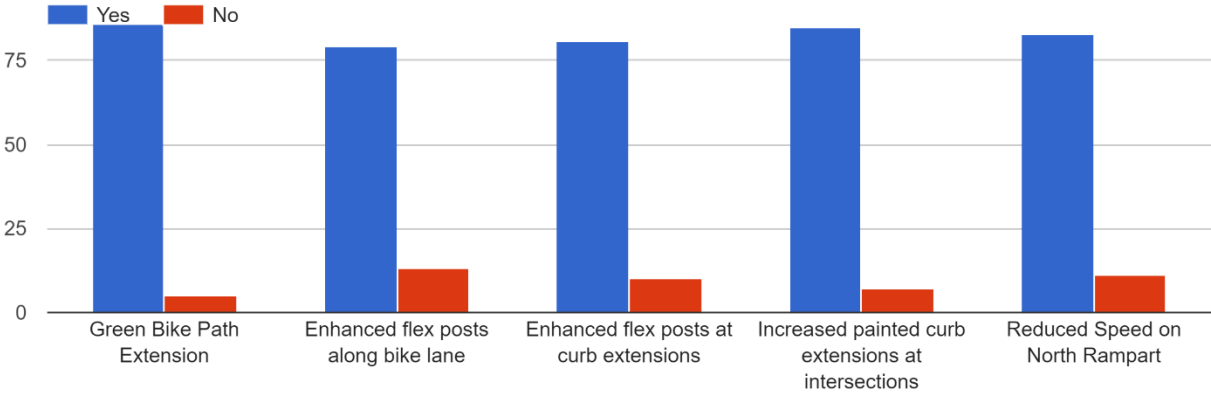
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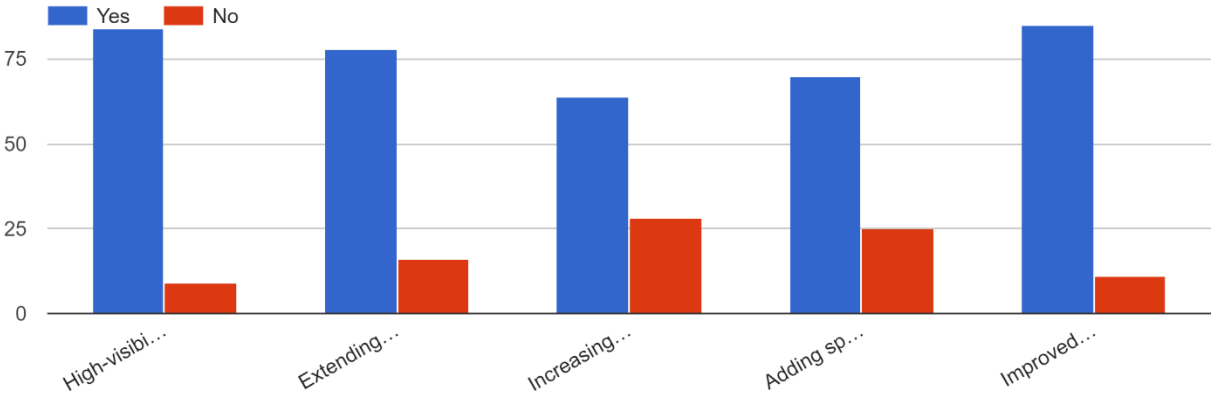
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Based on your experiences with the new infrastructure improvements, would you like to see the following implementations extended along North Rampart Street from Canal to Esplanade?



Would you like to see these types of traffic calming measures or infrastructure introduced to the interior of the French Quarter?



General Comments & Project Feedback 45 responses

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Have ride share drivers pull over to let passengers out and not stop in the middle of the street.

I believe that making all intersections within the FQ all-way stops would slow down traffic and prevent accidents. Also, two speed bumps between all intersections would be nice. Burgundy Street is wide open with hardly no stop signs.

Flex posts are a good addition but steel post would provide better protection for pedestrians and cyclists.

Pedestrian lights should be red, not yellow. Drivers are not stopping when they are flashing. Or more police enforcement

This is a start but cars are completely ignoring the flashing light. More could be done to make this safer for us. I've experienced drivers ignoring the new measures the city has taken while on a bike AND while walking as a pedestrian.

I am a French quarter resident who thinks these safety measures should go even further. I'd love to have slower and fewer cars and more bike and pedestrian protections. Thanks for administering this survey

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We need a REAL red light for pedestrians at St Ann! The rectangular ones are unfortunately treated like a joke by many drivers.

Ideally, the parked cars should be next to the traffic and bike lanes next to the sidewalk. (I.E. bike lanes on Marconi) Also, more separation like curbs or cement separation so cars don't just run over the flexible barriers

Prevent illegal parking corner zones for the interior of the French Quarter!

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I'd love to see a bike lane added to Rampart in the downriver direction also.

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I am applauding all of the Improvements, but we have a long way to go! It will so amazing to make New Orleans a truly bike friendly city. It's such a wonderful city to bicycle in!

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Small step in right direction. Pedestrians crossing rampart still need more protection lights in more areas especially near Armstrong park crossing.

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Thanks for all efforts.

Your goals are noble but its way too much visually. It's too much visual clutter.

It's a good start, but cars often ignore or run over paint or flex posts. I'm not in favor of speed bumps because I believe it could damage fragile buildings.

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Please expand these traffic calming measures across the city! Curb extensions in particular since they make it safer for all road users to cross the street.

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I'm in strong support of all of these improvements; anything helps! However, even though the flex posts and markings make it slightly more attractive to bike on N Rampart or cross on foot, they're still far below what's really needed. I'm still far more likely to bike through the Quarter or second-guess crossing Rampart because it still feels dangerous with aggressive through traffic.

Additionally, I know the rapid flash beacons are a standard implementation, but they simply don't do enough to bring drivers to a stop. And the double lanes of vehicular traffic mean that even if one driver actually stops, others just weave around negating a safe crossing.

Finally, positive answers to the improvements should only be taken as a success in so far as there was no other option for degree of impact or if other enhancements (concrete curb extensions vs flex posts & paint, truly protected lanes in both directions vs flex posts in only one, traffic lights to bring drivers to a full stop and slow speeding / allow safe crossing, and traffic calming inside the Quarter like proper day lighting with curb extensions, speed bumps, and many other methods) that would actually be more helpful for all modes.

Again, I'm in full support but also fully support much more!

Love it. I ride rampart on my way to work and feel much safer with the updates to the bike lane

I'm most interested in the stop light at St Ann on N. Rampart being put back.

The "infrastructure improvements" on rampart are really quite useless. Flexposts and paint don't work. I bike and walk here regularly and there is always, and I truly mean always, cars parked in the lovely shiny green painted bike lanes. Always blocking intersections. The paint doesn't work. The flexposts are useless. Just this weekend I was nearly killed because I had to come out of the lane to avoid a car parked there and was almost hit by a car going way way too fast. This is a regular occurrence here

because we are too scared to demand real improvements. Stop faking infrastructure and put in hardened curbs, k-rails, concrete curb extensions, speed bumps and speed cameras. No amount of soft improvements will prevent our idiotic drivers from making this a dangerous stroad. Especially considering the prevalence of drunk drivers in this city, we need hardened infrastructure NOW.

The flex posts haven't prevented cars from driving or parking in the bike lane and are otherwise unsightly and easily damaged. A true protected bike lane, with concrete barriers, would be more attractive and be safer. I remember the original plan was to have a two way protected bike lane and was sad to see those plans were scrapped. That said, thank you for making these improvements.

It's safest for everyone if the bike lanes are like Marconi where the parked cars are closest to the traffic and the bikes are on the passenger's side

Extending curbs in the Quarter would be amazing. When cars park in the corner zones, it makes it hard to see around intersections which is a challenge for everyone - cars can't see bikes or pedestrians and vice versa. opening up sight lines on the corner would be a huge improvement and make it much easier to see and navigate the Quarter.

Having parking on the interior only invites cars to continue to park in the bike lane. It also makes cyclists vulnerable to dooring. Flex posts aren't infrastructure. There are countless smashed flex posts across the city, including ones casually ran over by NOPD.

It's a wonderful improvement, great visibility and protection. I've seen an increase of people on bikes using it to go towards St. Claude as well (aka salmoning), indicating that there is a need for bicycle infrastructure going that direction, and that people are more comfortable being in a bike lane than utilizing a shared/sharrow lane.



SLEEP OUT

NEW ORLEANS



COVENANT HOUSE IS ON A MISSION

to end youth homelessness. We are a non-profit organization that empowers young people across the United States, Latin America, and Canada to overcome homelessness and trafficking by providing them with safe housing, food, clothing, and above all - relentless support, unconditional love and absolute respect - 24/7, 365 days a year across 34 sites.

THU-FRI
21 - 22
NOVEMBER

COVENANT HOUSE
611 N. RAMPART ST

8:00 P.M. - 6:00 A.M.

SLEEP OUT IS PART OF THE SOLUTION

Sleep Out is an international movement to **fundraise and give up your bed for one night** so that youth facing homelessness can sleep safely at Covenant House. Since 2011, thousands of individuals, families, companies, schools, teams, and places of worship have taken on that challenge and raised more than \$118 million to care for youth at Covenant House.

SCAN TO SIGN UP
& LEARN MORE



kazegami@covenanthouse.org

WHAT YOU CAN EXPECT

to give up your bed for one night as a way to raise funds and awareness for youth facing homelessness. You can register as an individual or part of a team, and every Sleeper gets a personal fundraising page or a team page if you want to raise funds as a group.

Sleep Out is more than an uncomfortable night - it is an experience that can change the way you see the world. Through Sleep Out, you can hear inspiring stories from people who have overcome homelessness, learn from experts confronting the crisis, confront stigmas, and advocate for a future where everyone has a safe place to sleep.



www.sleepout.org/event/NOLA

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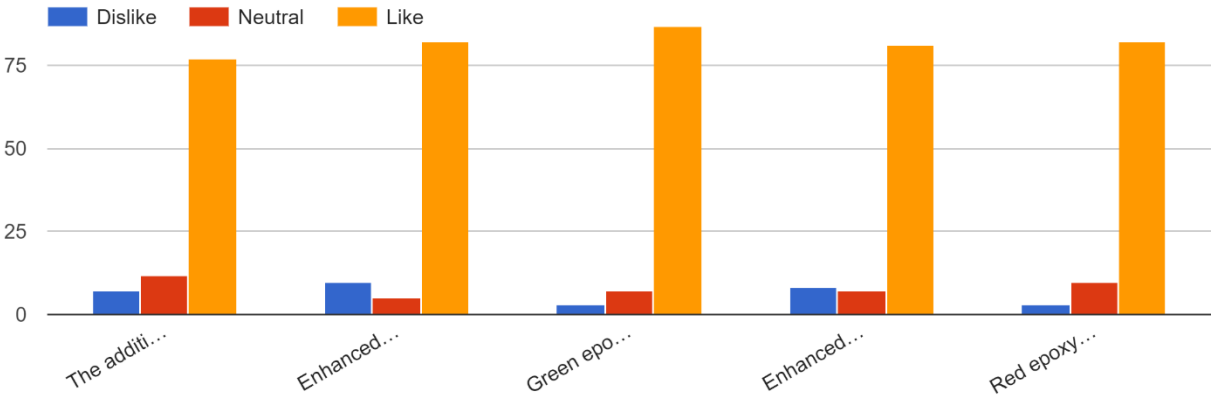
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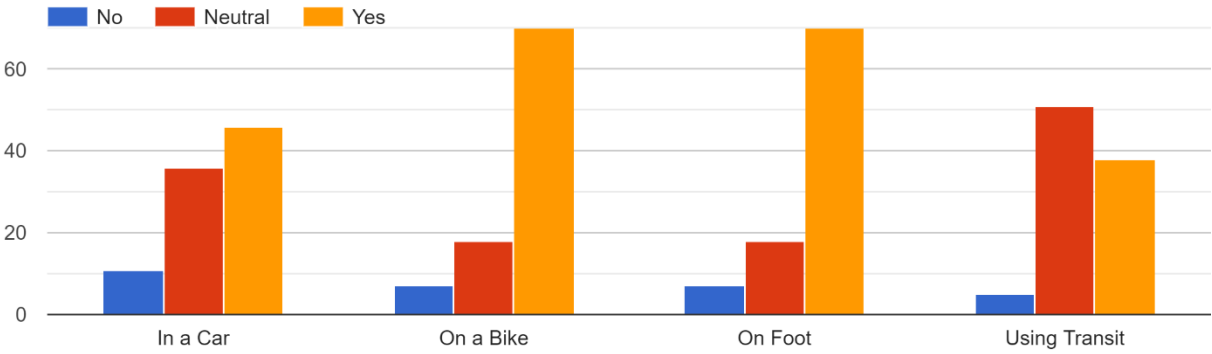
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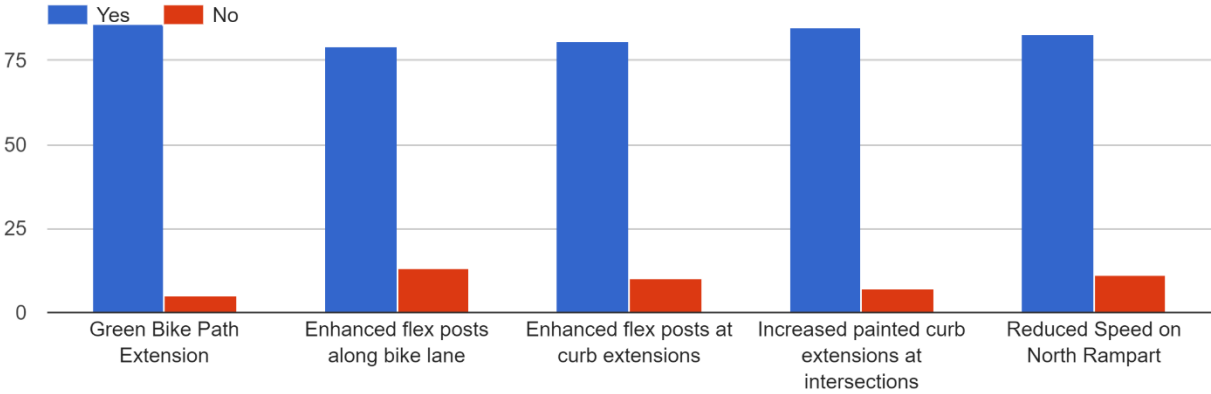
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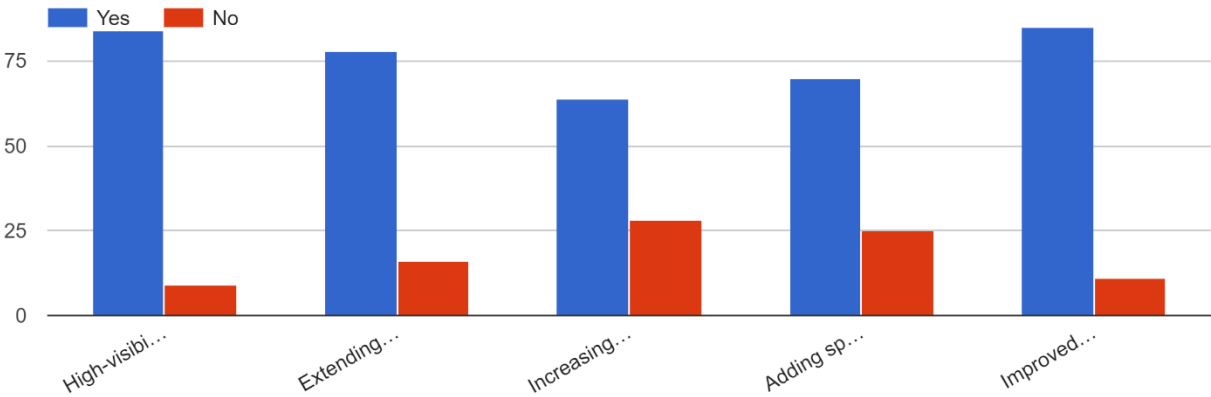
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Love it. I ride rampart on my way to work and feel much safer with the updates to the bike lane

I'm most interested in the stop light at St Ann on N. Rampart being put back.

The "infrastructure improvements" on rampart are really quite useless. Flexposts and paint don't work. I bike and walk here regularly and there is always, and I truly mean always, cars parked in the lovely shiny green painted bike lanes. Always blocking intersections. The paint doesn't work. The flexposts are useless. Just this weekend I was nearly killed because I had to come out of the lane to avoid a car parked there and was almost hit by a car going way way too fast. This is a regular occurrence here

because we are too scared to demand real improvements. Stop faking infrastructure and put in hardened curbs, k-rails, concrete curb extensions, speed bumps and speed cameras. No amount of soft improvements will prevent our idiotic drivers from making this a dangerous stroad. Especially considering the prevalence of drunk drivers in this city, we need hardened infrastructure NOW.

The flex posts haven't prevented cars from driving or parking in the bike lane and are otherwise unsightly and easily damaged. A true protected bike lane, with concrete barriers, would be more attractive and be safer. I remember the original plan was to have a two way protected bike lane and was sad to see those plans were scrapped. That said, thank you for making these improvements.

It's safest for everyone if the bike lanes are like Marconi where the parked cars are closest to the traffic and the bikes are on the passenger's side

Extending curbs in the Quarter would be amazing. When cars park in the corner zones, it makes it hard to see around intersections which is a challenge for everyone - cars can't see bikes or pedestrians and vice versa. opening up sight lines on the corner would be a huge improvement and make it much easier to see and navigate the Quarter.

Having parking on the interior only invites cars to continue to park in the bike lane. It also makes cyclists vulnerable to dooring. Flex posts aren't infrastructure. There are countless smashed flex posts across the city, including ones casually ran over by NOPD.

It's a wonderful improvement, great visibility and protection. I've seen an increase of people on bikes using it to go towards St. Claude as well (aka salmoning), indicating that there is a need for bicycle infrastructure going that direction, and that people are more comfortable being in a bike lane than utilizing a shared/sharrow lane.

2:32 ↗



◀ Messages



Patio Planters of the Vieux Carre



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If you are not a member of Patio Planters, this is what you missed last night at our October General Meeting. Join today at <https://patioplanters.net>

We enjoyed hearing from Elizabeth Magner last night at our general meeting.

"Armed with a spreadsheet prepared by Magner, the able-bodied members of the Brigade – Wilkinson, Michael Allen, Bob Davis, Steve Mondy, Chris Talley, James Allan, and Magner herself – walked every street in the French Quarter noting and photographing cracks and holes in sidewalks; potholes; missing one-way, stop, or street name signs; missing utility covers; missing street lights; graffiti; and missing or broken trash receptacles.

The result is an important and unprecedented documentation of the deplorable state of the Quarter's infrastructure." French quarter Journal. Below is the link to her pictures by streets.

<https://ellisanderson.smugmug.com/French-Quarter-Repairs-Needed-Inventory-2024>



Write a comment...

