

CITY OF NEW ORLEANS N. RAMPART STREET COMPLETE STREET IMPROVEMENT STUDY

Working Group Meeting #1 Summary

August 22 & 23, 2024

ATTENDEES

Stakeholders

1. Michael Valentino – FQ Visitors Center, Basin St Station, City Sightseeing
2. Ashleigh Duarte- Regional Transit Authority
3. Antonio Carbone – FQ Management District volunteer, MaMou Restaurant (942 N. Rampart St)
4. Erin Holmes - VCPORA Executive Director
5. Karley Frankic – FQ Management District
6. Allene La Spina - Bike Easy Executive Director
7. Cortney Jackson - Ride NOLA Executive Director, Complete Streets Coalition
8. Rob Bell – City of New Orleans, Office of Nighttime Economy
9. Michael Karam – City of New Orleans, Parks and Parkways Department, Director
10. Jason (Eric) Smith – City of New Orleans, CAO Office
11. Winston Fiore- Council District C
12. Patrick Urbine - Blue Krewe, Executive Director
13. Jason Neville - Friends of Lafitte Greenway
14. Sue Klein – FQ Management District, N. Rampart Main Street
15. Django Szlagi- Blue Krewe (new role with RTA next week)
16. William Kraus – City of New Orleans, Parks and Parkways

City of New Orleans Project Team

- Jennifer Ruley –Department of Public Works, Mobility and Safety Division
- Louis Haywood –Department of Public Works, Mobility and Safety Division
- Virginia Brisley – Department of Public Works, Mobility and Safety Division
- Matt Rufo –Office of Resilience and Sustainability, Transportation Policy and Programs

INTRODUCTIONS

- Name and organization
- Why are you interested in this project?

WHY WE ARE HERE

- Collaboratively Design a process
- Develop a concept for N. Rampart Street
- Identify permanent solutions

YOUR ROLE

- Establish priorities
- Guide design decisions
- Show up and support
- Discussion:
 - **What do you like about the N. Rampart Corridor, and what do you want to preserve?**
 - Provides connection between the FQ and Tremé
 - Acts as a gateway to the FQ
 - N. Rampart Street has an identity of its own with a strong community along the corridor, both residential and commercial
 - Important and historic connector in the city
 - Diverse businesses providing services to residents and visitors
 - Armstrong Park is a great asset
 - Multimodal features: bike lanes, streetcar, pedestrian, bus and other modes
 - **What do you not like about the corridor that we should change?**
 - People's behavior, specifically driver behavior along the corridor and at intersections
 - Traffic moves too fast
 - Too much large truck traffic on corridor (a designated truck route)
 - Street is too wide – too much motor vehicle capacity
 - Sidewalk space is limited and there are too many competing elements in this space
 - Limited signalization
 - Limited sight lines, especially for left hand turns
 - Streetcar is not prioritized enough in the existing shared motor vehicle and streetcar lane
 - Lack of shade, especially on the FQ side of the street
 - Flooding along corridor
 - The corridor acts as a barrier between the FQ and Tremé, lack connectivity between the two neighborhoods
 - **What is missing on the corridor that we need to create?**
 - Safe, protected bicycle lanes/facilities for people of all ages and abilities
 - Shorter crossing distances for pedestrians
 - Greening, shade trees, and green infrastructure
 - Slower speeds
 - Narrowing of the street
 - Connection to Lafitte Greenway
 - Bicycle amenities, such as long-term, secure bicycle parking
 - Stormwater infrastructure improvements
 - Improved transportation infrastructure, such as floating bus stops
 - Curbside management to address deliveries, parking needs and other curbside uses
 - Art by local artists
 - A true promenade, prioritizing people (all modes) and not motor vehicles

GUIDING PRINCIPLES

- Safety
- Equity
- Access
- Multimodal accommodation
- Discussion:
 - **Are there other principles and values that should influence the design of the street?**
 - Cultural appropriateness in design
 - Reflect the community's culture and facilitate cultural creation
 - Respect the historic neighborhood
 - Inclusivity
 - Maintenance
 - Consider maintenance needs/burdens in design
 - Include sustainable design elements to reduce long-term maintenance needs
 - Sustainability
 - Stormwater management
 - Native plantings
 - Resiliency
 - Consider the future (20-30 years)
 - Plans for new developments (museum, theatre district, etc.) and their connection to the corridor
 - New and improved connections to Lafitte Greenway
 - Increased pedestrian use and reduced vehicular use
 - Experience: create an excellent experience for the users
 - Path as place
 - **How should the values and principles be reflected in street design?**
 - Wayfinding that celebrates the history of the corridor and the local community
 - Informative signage for locating and utilizing parking (all parking)
 - Greening of corridor: shade trees and green infrastructure
 - Transit shelters that serve multiple purposes: bench, shade, green roofs
 - Pedestrian signalization
 - Protected bicycle lanes/facilities, including at intersections
 - Improved transit (bus) facilities
 - Safe connection to Lafitte Greenway
 - Coordinated utilities
 - Removal of truck route and truck through traffic
 - A more permanent design and installation

COMPLETE STREET DESIGN ELEMENTS

- Pedestrian + streetscape space
- Bikeways
- Transit
- Curbside activity
- Motor vehicles

COMBINING PRINCIPLES AND ELEMENTS

- Tradeoffs
- Decision making
- Discussion:
 - **What other information should be considered?**
 - Mode usage data
 - Crash data
 - Motor vehicle movements in/out on side streets
 - Planned changes on streets near the corridor that may impact N. Rampart
 - Parking utilization
 - Transit utilization
 - Opportunities for additional greenway connections
 - Heat island effect
 - Existing stormwater infrastructure
 - Utility infrastructure
 - Qualitative user data
 - Pedestrian comfort level
 - Bicycle comfort level
 - Property owner, business owner and resident feedback

CORRIDOR OPPORTUNITIES AND CHALLENGES

- Interactive mapping activity

NEXT STEPS

- Sketch concept development
- Data collection
- Next Working Group meeting: October (TBD)
- Multimodal traffic analysis and summary