

Saint Bernard Avenue ‘Pop-Up’ Protected Bikeway - Complete Evaluation Findings

The St. Bernard pop-up protected bikeway demonstration included a community evaluation component. Residents in the 7th Ward, as well as from all over New Orleans, were surveyed via several different research methods. Prior to the installment of the temporary bikeway, Bike Easy staff and volunteers went door-to-door where the demonstration would be held to collect feedback from residents in regards to biking, walking, and driving on St. Bernard Avenue. Several businesses on were surveyed. A limited traffic study was conducted before and during the event, in which the number of pedestrians and cyclists on the avenue was gathered. During the event, through the month of September, an online survey was accessible for all local residents to share their thoughts about the protected bikeway. The final conducted component of the evaluation was a follow-up phone survey to neighborhood residents who participated in the door-to-door survey before the bikeway was open for use.

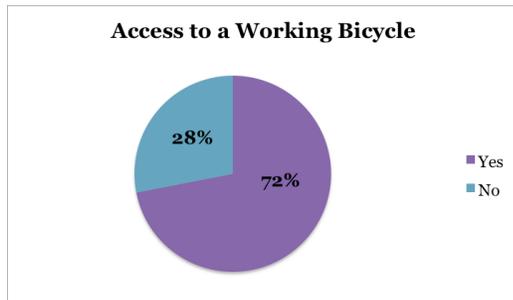
Initial findings suggest that the majority of New Orleanians support safer, more accessible bike lanes throughout the city. The thoughts, opinions, and attitudes of community members were of great value to Bike Easy in its continued effort to make biking safer and more accessible for everyone in New Orleans. Residents offered constructive feedback to further improve any future bike infrastructure projects. Although additional data and evaluation is needed for more conclusive results, it is evident that there is strong and growing interest in biking amongst the citizens of New Orleans.

- Maggie Heidepriem, Bike Easy

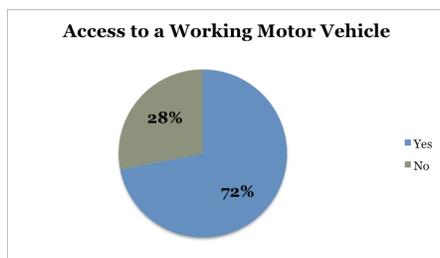
Below are the evaluation results:

Door-to-Door Survey Findings:

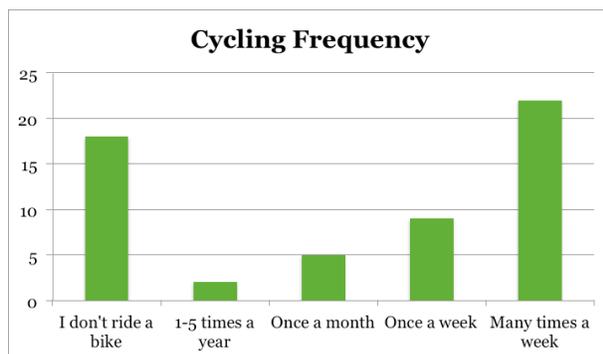
1. Does your household have access to a working bicycle?
-72% Yes, 28% No (out of 59 responses)



2. Does your household have access to a working motor vehicle?
-72% Yes, 28% No (out of 57 responses)



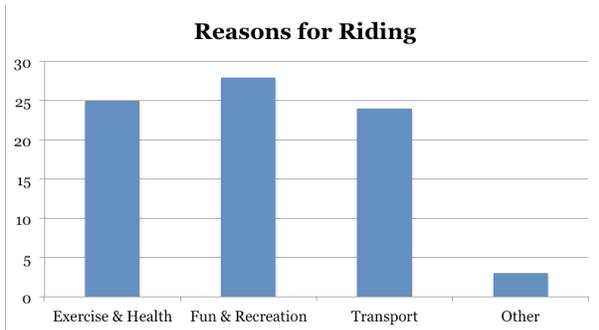
3. How often do you, or anyone in your household, ride a bicycle?
-out of 56 responses, most said they cycled “many times a week” (22), followed by “I don’t ride a bike” (18), “once a week” (9), “once a month” (5), and “1-5 times a year” (2)



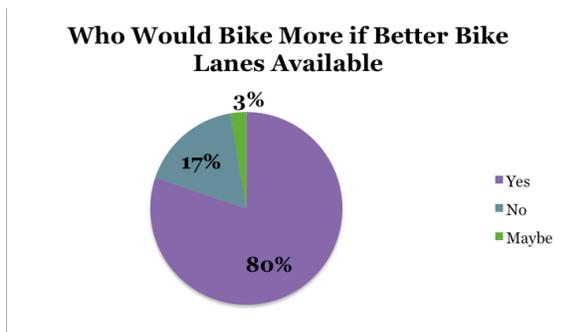
4. Why do you usually ride a bike?
-out of 43 responses (could select more than one response), most said the store (19), followed by work (14), park (14), other (14), and school (10)



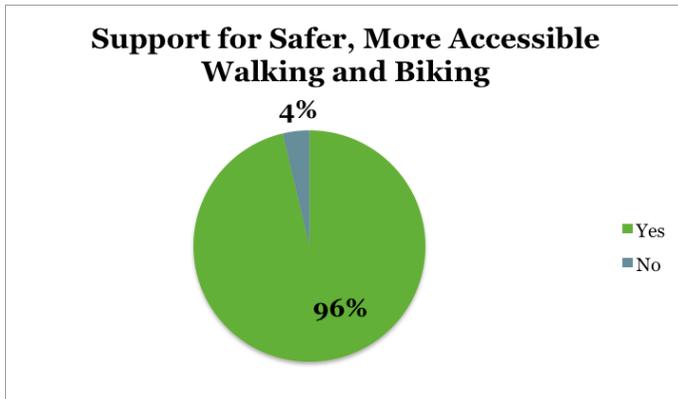
5. Where do you usually go when you ride your bike?
 -out of 45 responses (could select more than one response), most said “fun and recreation” (28), followed by “exercise and health” (25), transportation (24), and other (3)



6. Would you bike more if there were better bike lanes available?
 -out of 53 responses, 80% yes (42), 17% no (9), 3% maybe (2)



7. Do you support safer, more accessible walking and biking?
 -out of 54 responses, 96% yes (52), 4% no (2)



8. How comfortable is it on St. Bernard...

A. To drive

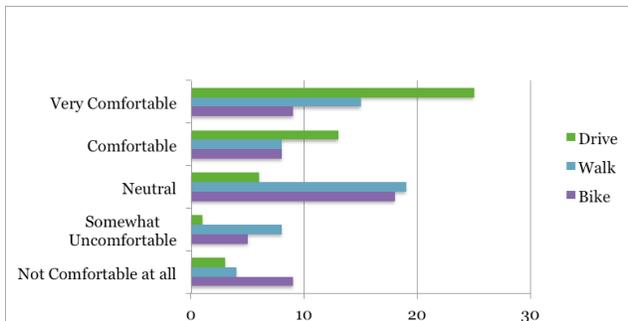
-out of 48 responses for driving, most felt “very comfortable” (25), followed by “comfortable” (13), “neutral” (6), “not comfortable at all” (3), and “somewhat uncomfortable” (1)

B. To walk

-out of 54 responses for walking, most felt “neutral” (19), followed by “very comfortable” (15), “comfortable” (8), “somewhat uncomfortable” (8), and “not comfortable at all” (4)

C. To bike

-out of 49 responses for biking, most felt “neutral” (18), followed by “not comfortable at all” (9), “very comfortable” (9), “comfortable” (8), and “somewhat uncomfortable” (5)



Business Survey:

4 businesses surveyed

1. What form of transportation do your patrons use when coming to your business?

-100% (4) said “all” (walking, car, bus, bike)

2. How often do you encounter patrons who have arrived by bicycle?

-25% (1) said “often”, 75% (3) said “very often”

3. Is bike parking available for patrons outside of or close to your business?

-50% (2) said yes, 50% (2) said no

4. How often do you witness people cycling past your business?

-100% (4) said “very often”

5. To what extent do you feel the current bikeway impacts your business?

-25% (1) said “no impact”, 75% (3) said “slightly positive impact”

6. Would your business be impacted if there were better bike lanes available?

-25% (1) said “no”, 75% (3) said “yes, positive impact”

7A. How comfortable is it on St. Bernard to bike?

-50% (2) said 4, 25% (1) said 3 (neutral), 25% (1) 5 (very comfortable)

7B. How comfortable is it on St. Bernard to walk?

-25% (1) said 5 (very comfortable), 25% (1) said 4, 25% (1) said 3 (neutral), 25% (1) said 2

7C. How comfortable is it on St. Bernard to drive?

-50% (2) said 4, 25% (1) said 3 (neutral), 25% (1) said 5 (very comfortable)

8. How long has this business been established in New Orleans?

-38 years, 90 years, 1 year

9. Does your business support safer, more accessible walking and biking in New Orleans?

-75% (3) yes, 25% (1) no

Traffic Study:

Conducted on two consecutive days before the pop-up event (Wednesday, July 26 and Thursday, July 27) during a 2 hour block in the morning and afternoon, as well as while the pop-up was in effect (Wednesday, August 9 and Thursday, August 10).

Pedestrian count before pop-up:

- Wednesday morning 7/26(7am-9am): 2 people on street, 13 people on sidewalk
- Wednesday afternoon 7/26 (4pm-6pm): 4 people on street, 34 people on sidewalk
- Thursday morning 7/27 (7am-9am): 5 people on street, 29 people on sidewalk
- Thursday afternoon 7/27 (4pm-6pm): 6 people on street, 30 people on sidewalk

Cyclist count before pop-up:

- Wednesday morning 7/26 (7am-9am): 11 people on street-2 wrong way (WW), 20 people in bike lane-2 WW
- Wednesday afternoon 7/26 (4pm-6pm): 1 person on street, 45 people in bike lane-6 WW, 3 people on sidewalk
- Thursday morning 7/27 (7am-9am): 42 people on street/bike lane (did not designate between the two)-6 WW, 4 people on sidewalk
- Thursday afternoon 7/27 (4pm-6pm): 1 person on street-1 WW, 44 people in bike lane-6 WW, 2 people on sidewalk

Pedestrian count during pop-up:

- Wednesday morning 8/9 (7am-9am): 0 people on street, 29 people on sidewalk
- Wednesday afternoon 8/9 (4pm-6pm): 12 people on street, 56 people on sidewalk
- Thursday morning 8/10 (7am-9am): 0 people on street, 12 people on sidewalk
- Thursday afternoon 8/10 (4pm-6pm): 4 people on street, 54 people on sidewalk

Cyclist count during pop-up:

- Wednesday morning 8/9 (7am-9am): 50 people in street/bike lane (did not distinguish between the two)
- Wednesday afternoon 8/9 (4pm-6pm): 14 people on street, 45 people in bike lane-5 WW, 3 people on sidewalk
- Thursday morning 8/10 (7am-9am): 9 people on street-2 WW, 25 people in bike lane-2 WW, 1 person on sidewalk
- Thursday afternoon 8/10 (4pm-6pm): 9 people on street-2 WW, 40 people in bike lane-3 WW

Online Survey:

1. What do you think of the temporary protected bike lanes on St. Bernard Ave.?

-142 responses

-72% responded "I love them! The street is so much better" (102), followed by 12% "I think they're good" (17), 9% "I don't like them at all. Get rid of them!" (13), and 7% "I'm concerned about them" (10)

2. Would you like to see permanent protected bike lanes along all of St. Bernard Ave?

-142 responses

-82.4% yes (117), 11.3% no (16), 6.3% not sure (9)

3. How did you experience the St. Bernard pop-up bike lanes?

-142 responses, more than one answer accepted, so percentages over 100

-most responded by bike (85), followed by driving by (63), on foot (17), and did not experience (10)

4A. With the temporary bike lanes, how safe is it to bike?

-most said "safe" (58), followed by "very safe" (57), "neutral" (10), "somewhat unsafe" (8), and "not safe at all" (8)

4B. With the temporary bike lanes, how safe is it to walk?

-most said "very safe" (55), followed by "safe" (44), "neutral" (24), "somewhat unsafe" (4), and "not safe at all" (4)

4C. With the temporary bike lanes, how safe is it to drive?

-most said "very safe" (55), followed by "safe" (47), "neutral" (20), "not safe at all" (5), and "somewhat unsafe" (3)

5A. Before the protected bike lanes, how safe was it to bike?

-most said "somewhat unsafe" (47), followed by "not safe at all" (45), "neutral" (29), "safe" (17), and "very safe" (1)

5B. Before the protected bike lanes, how safe was it to walk?

-most said "neutral" (48), followed by "safe" (35), "somewhat unsafe" (26), "not safe at all" (14), and "very safe" (9)

5C. Before the protected bike lanes, how safe was it to drive?

-most said "safe" (51), followed by "neutral" (44), "very safe" (16), "somewhat unsafe" (14), and "not safe at all" (5)

6. What mode of transportation do you typically use to travel?

-142 responses, more than one answer accepted

-most said bicycle (89) and car (88), followed by walking (29), bus (15), and other (including ferry, vespa, motorcycle, uber, skateboard, and scooter)

7. Does your household have access to a working motor vehicle?

-142 responses

-87% said yes (123), 13% said no (19)

8. Does your household have access to a working bicycle?

-142 responses

-97% said yes (138), 3% said no (4)

9. How often do you, or anyone in your household, ride a bicycle?

-141 responses

-68.8% said “many times a week” (97), followed by 12.8% “once a week” (18), 12.1% “once a month” (17), 4.3% “1-5 times a year” (6), and 2.1% “I don’t ride a bicycle” (3)

10. If you ride, where do you usually ride?

-138 responses, more than one answer accepted

-most said “fun and recreation” (106), followed by “transportation” (103), “exercise and health” (90), and other (8)-including work, ease, lack of available parking, to save money, and have less of an environmental impact

11. If you ride, where do you usually go when you ride a bicycle?

-137 responses, more than one answer accepted

-most said “park” (96), followed by “work” (88), “store” (75), “school” (23), and other (49)-including the bar, restaurants, friends houses, social rides, errands, gigs, business meetings, parties, and festivals

12. Would you bike more if there were better bike lanes available in New Orleans?

-142 responses

-87% yes (124), 13% no (18)

13. What type of bike infrastructure do you think would work best on New Orleans streets?

-141 responses, more than one answer accepted

-most said “one-way protected bike lanes” (105), followed by “two-way protected bike lanes” (92), “off-street bike lanes” (84), “center-median/neutral ground protected lanes” (77), “dedicated painted lanes” (68), “buffered bike lane” (64), and “sharrows” (12)

14. Gender

-142 responses

-most respondents were male at 54.9% (78), followed by female at 36.6% (52), prefer not to say at 6.3% (9), gender fluid at 2.8% (4), agender at 1.4% (2), and other at 1.4%-transgender and non-binary

15. Age

-141 responses

-49% “18-34” (69), 33% “35-50” (46), 14% “51-64” (20), and 4% “65 and older” (6)

16. Race/Ethnicity

-132 responses

-76.5% white (101), 9.1% black/African American (12), 6.8% Hispanic/Latino (9), 1.5% Asian (2), 6.1% other (8)

17. Do you support safer, more accessible walking and biking in New Orleans?
-out of 141 responses
-99.3% yes (140), 0.7% no (1)

Door-to-Door Follow-up Phone Survey:

Out of 68 participants from the initial door-to-door survey in June and July, 38 respondents provided their phone numbers, and 12 of these individuals completed a follow-up phone survey in September.

1. Did you experience the pop-up protected bikeway on St. Bernard Avenue?
-12 responses
-50% yes (6), 50% no (6)

2. If yes, on a scale of 1-5 (1 being not good at all, 3 being neutral, and 5 being excellent), what was your overall opinion of the pop-up protected bikeway?
-7 responses
-Two "1s", one "3", one "4", one "5"

3. From 1-5 (1 being not comfortable at all, 3 being neutral, 5 being completely comfortable), while the pop-up was in effect, how comfortable was it on St. Bernard...

A. To Bike

-11 responses
-Three "1s", three "4s", one "5", four "n/a"

B. To Walk

-11 responses
-Two "1s", one "2", two "3s", two "4s", one "5", three "n/a"

C. To drive

-11 responses
-One "1", one "2", two "3s", two "4s", one "5", four "n/a"

4. Would you bike more if there were more protected bike lanes in New Orleans like the one temporarily installed on St. Bernard Avenue?
-11 responses
-18% no (2), 64% yes (7), 9% maybe (1), 9% n/a (1)

5. Do you support safer, more accessible walking and biking in New Orleans?
-11 responses
-91% yes (10), 9% no (1)

