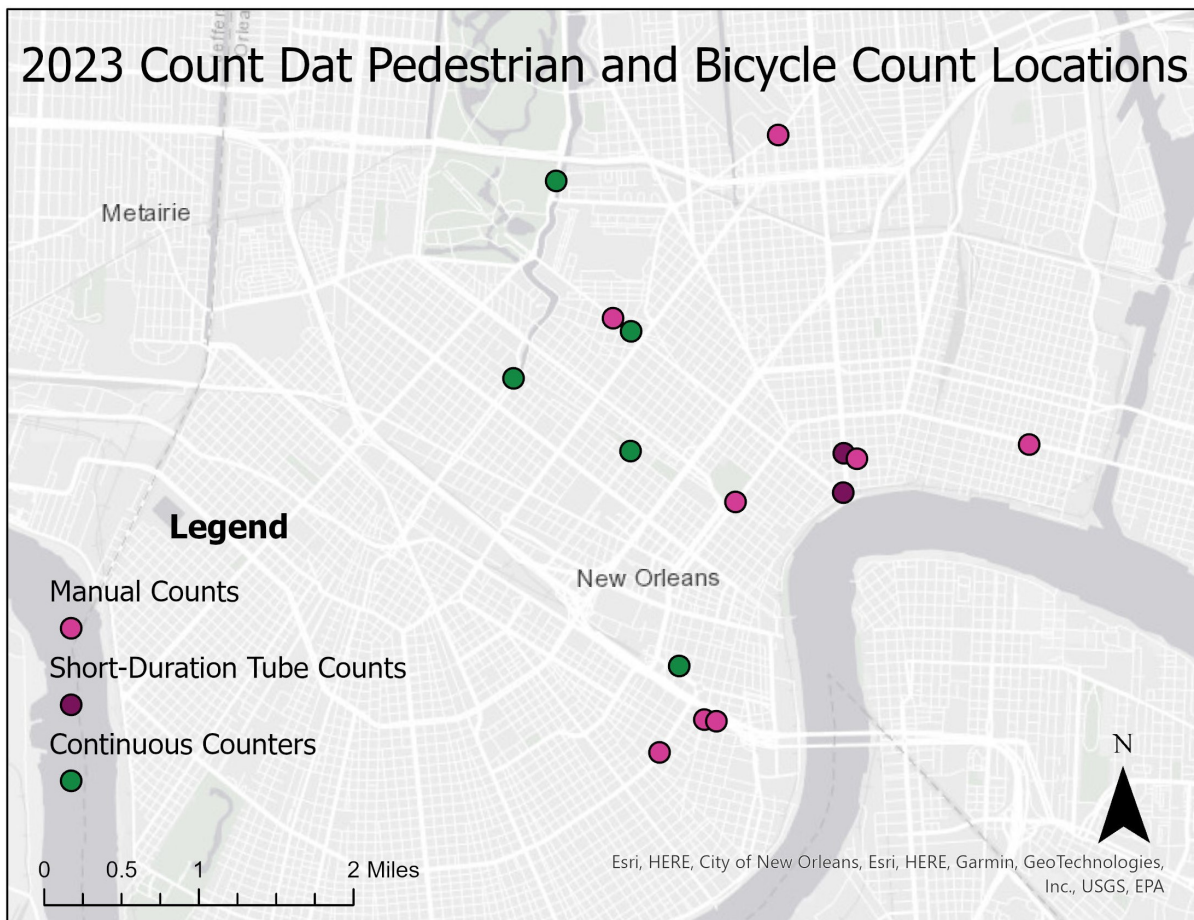


Taking it to the Streets!

While permanent monitoring stations are critical to understanding overall patterns and trends, short-duration counts (from 2 hours to 2 months) help us get a snapshot of how people walk and bike at a larger number of locations around the city. UNO Transportation Institute has been collecting short counts - either using equipment or students and volunteers manually observing activity - since 2010! This spring, we collected 8-hour counts at 10 locations, and 7+ day counts using automated counters on two protected bike lanes, to track post-COVID shifts and document user trends.

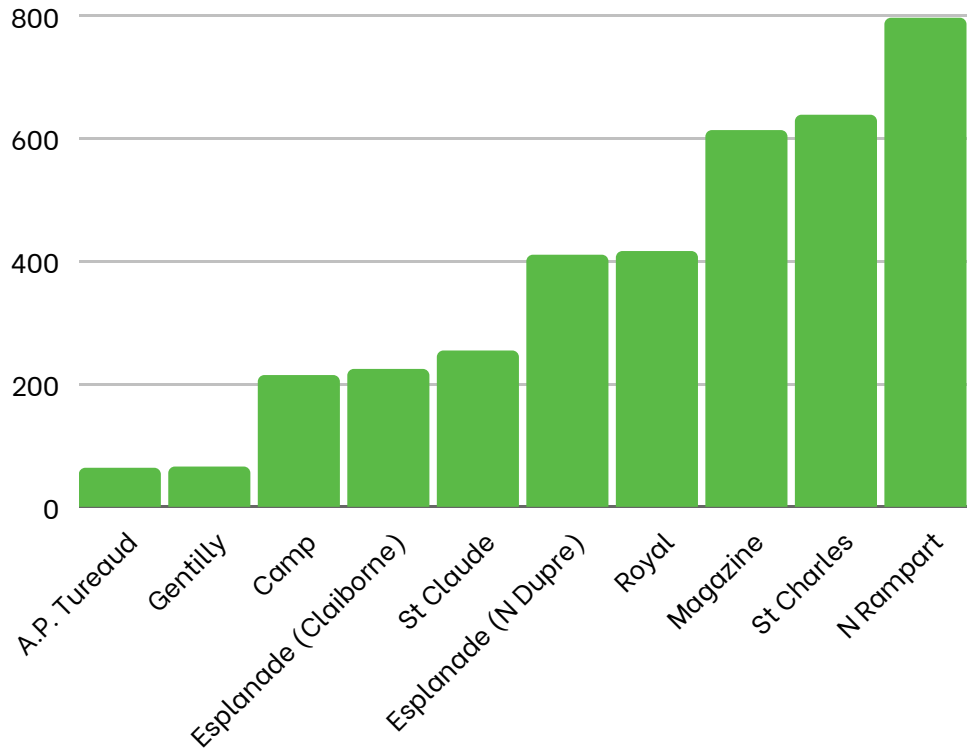


Pedestrian Counts

In Spring, 2023, UNO student assistants conducted 8-hour counts at 10 sample locations, both new sites of interest and sites with many years of previous data.

The highest overall count totals were found on urban main streets like **N. Rampart St, St. Charles Avenue, and Magazine St.**

Manual Pedestrian Total 8-Hour Count Volumes, Spring 2023



Change Over Time

Pedestrian Counts: Past year data (Unadjusted 8-hour Count Totals)

Site #	Site Name	2010	2011	2012	2013	2014	2015	2017	2023	Change, 2017-2023
1	Gentilly	126	140	127	121	93	112	92	64	-30%
2	Esplanade	230	289	607	573	490	503	512	409	-20%
4	St Claude	230	205	536	325	560	538	508	253	-50%
5	Royal	324	314	371	376	357	525	455	415	-9%
6	Camp	144	183	189	199	287	241	173	213	23%
10	Magazine	159	187	229	334	241	309	264	612	132%
43	St Charles						944	901	637	-29%
87	N Rampart					770		994	795	-20%
96	A.P. Tureaud								62	
97	Esplanade (Claiborne)								223	

Note: a methodological shift in the timing of counts to better reflect travel patterns in New Orleans is a contributing factor (See Methodology and Background Summary document).

Pedestrian volumes were up in the paired corridors of **Camp and Magazine St.** In many sample count locations, raw count volumes were down compared to previously collected samples in 2017.

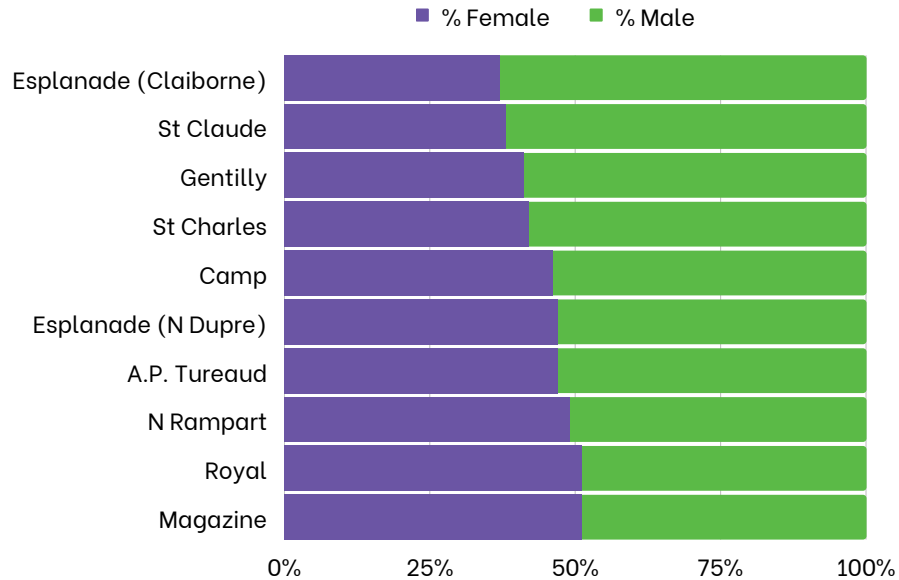
Notably, a shift in the timing of counts to better reflect travel patterns in New Orleans is a contributing factor (See Methods notes).

Who's Walking, Where?

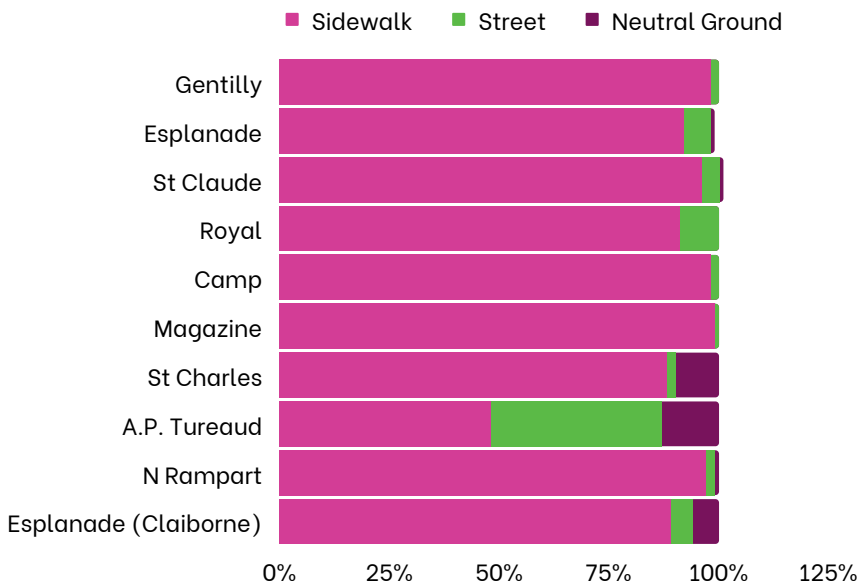
Manually observing people walking and bicycling allows us to better understand the characteristics and behaviors of people using our streets. In 8 out of 10 count locations, boys and men made up the majority of people walking. In general, the proportion of women counted has gone down slightly since 2017 counts, which may indicate greater concerns about safety on the street.

We also observed how many people were using wheelchairs, scooters, or other mobility aids to get around. **The highest rates of mobility-aid use were on A.P. Tureaud Avenue (6.5%), Gentilly Boulevard (6.3%), and Esplanade Avenue near Claiborne (3.1%).**

Proportion of Pedestrians Observed, by Apparent Gender



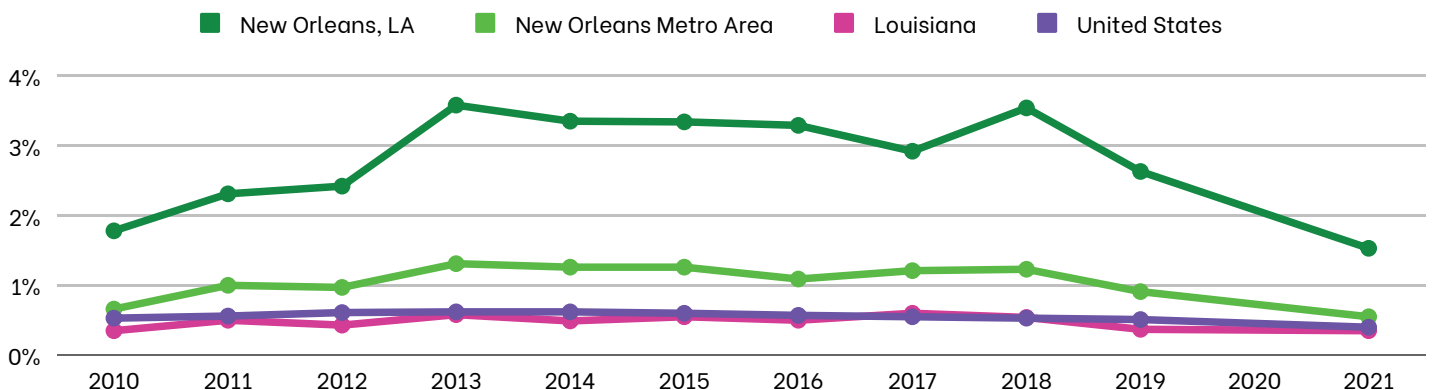
Travel Orientation of Pedestrians Observed



We also monitor whether people are walking, running, or rolling on the sidewalk, on the roadway, or on the neutral ground (where present). **Generally, a high proportion of users choosing to walk on the street indicates deficiencies in the quality of the sidewalk - especially for users of mobility aids.** In this case, most people observed were using the sidewalk. Exceptions include A.P. Tureaud (where the sidewalk was overgrown), and St. Charles Avenue, where many joggers were observed running on the grassy median streetcar tracks.

Finally, American Community Survey data suggests that **walking to work has declined, locally and nationally,** in recent years.

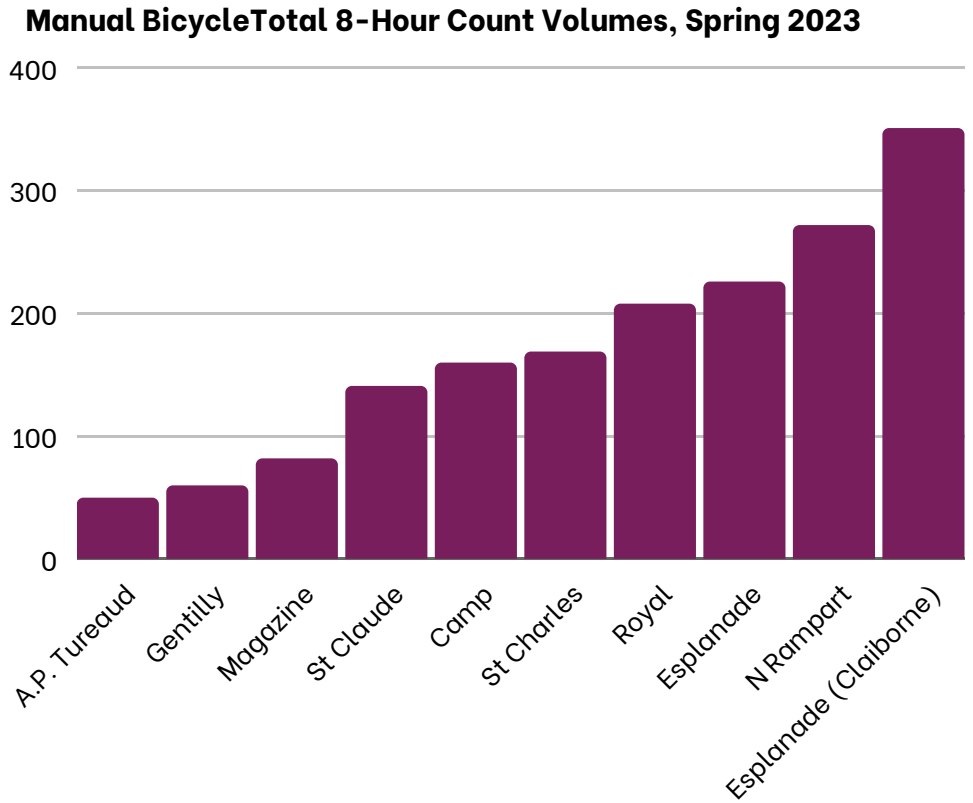
Percent Commuters Who Walk to Work, 2010 - 2021



Data Source: U.S. Census Bureau's American Community Survey 5-year Estimates, Table B08006

Bicycle Counts

Manual counts collected at 10 sample locations indicate robust bicycle activity in several neighborhoods, particularly in locations on **Esplanade Avenue, N. Rampart St, and Royal St.**



Change Over Time

*Bicycle Counts: Past year data
(Unadjusted 8-hour Count Totals)*

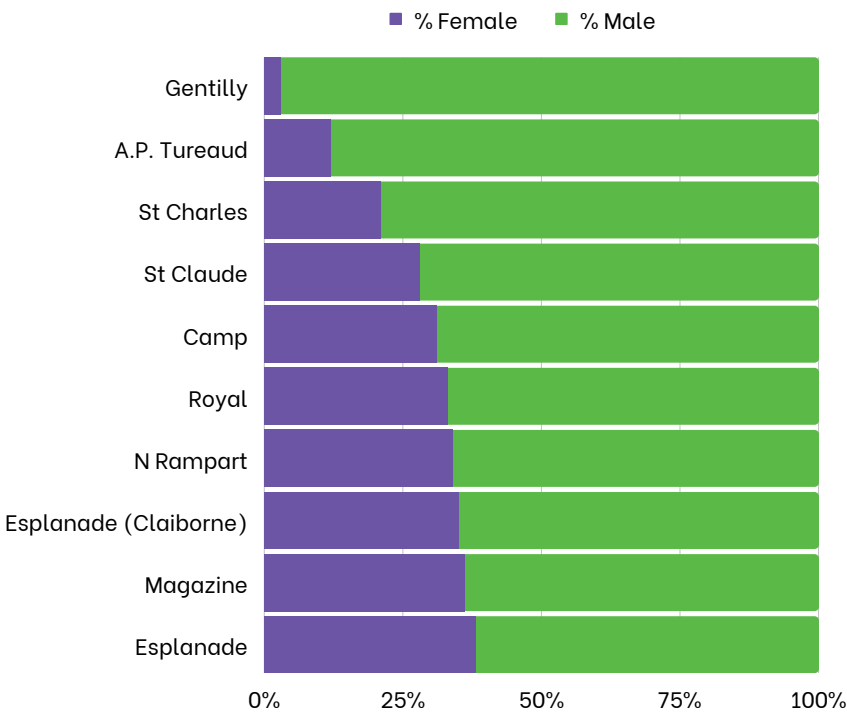
Site #	Site Name	2010	2011	2012	2013	2014	2015	2017	2023	Change, 2017-2023
1	Gentilly	46	69	76	173	103	165	156	59	-62%
2	Esplanade	105	117	185	217	314	468	368	225	-39%
4	St. Claude	96	153	266	287	252	340	243	140	-42%
5	Royal	377	295	281	253	212	229	175	207	18%
6	Camp	157	249	276	332	270	280	288	159	-45%
10	Magazine	153	223	285	266	223	219	134	81	-40%
43	St. Charles						249	176	168	-5%
87	N Rampart					105		235	271	15%
96	A.P. Tureaud								49	
97	Esplanade (Claiborne)								350	

Note: a methodological shift in the timing of counts to better reflect travel patterns in New Orleans is a contributing factor (See Methods notes).

Bicycle volumes were up relative to 2017 counts on **Royal St** in the Marigny, and on **N. Rampart St** in the French Quarter. In other sample count locations, raw count volumes were down compared to previously collected samples, particularly on streets with paint-only bike lanes like Gentilly Blvd, Esplanade Ave, and St. Claude Ave.

Bicyclists and Behaviors

Proportion of Pedestrians Observed, by Apparent Gender



For bicyclists in particular, the share of women observed can be used as a gauge of how safe and comfortable a street or facility is considered to be.

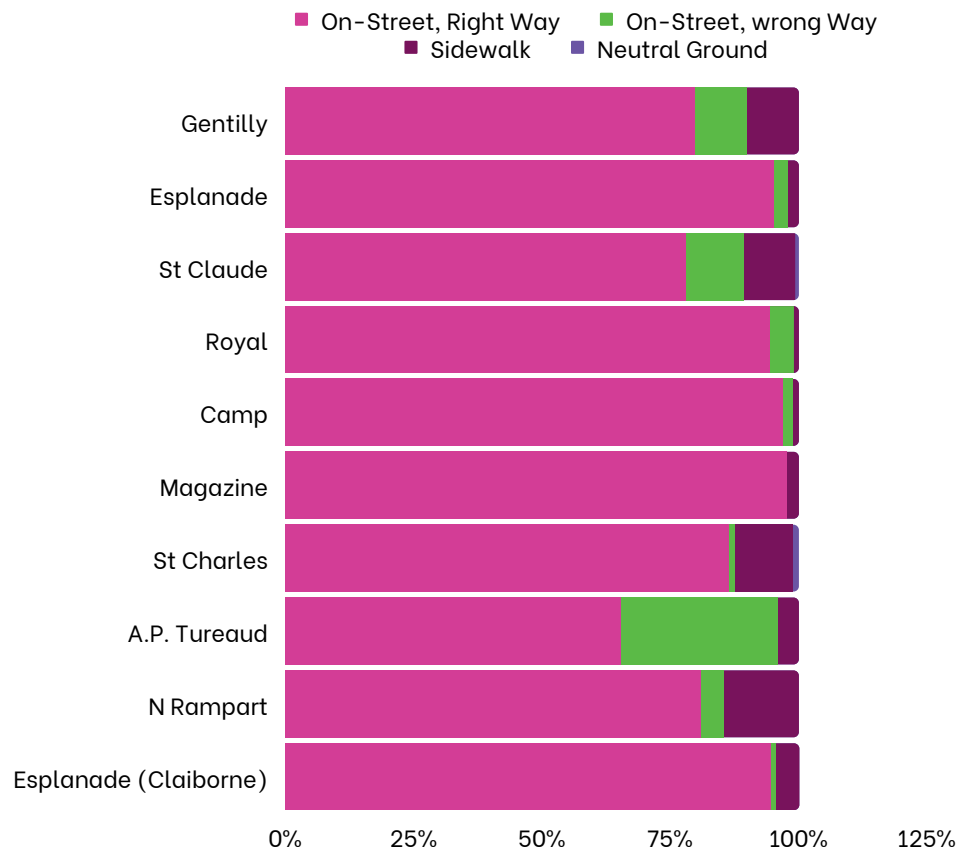
Overall, women and girls made up 31% of all bicyclists observed - comparable to previous years. However, sites with very few female bicyclists may be in need of additional attention to address real or perceived safety issues.

We also counted how many bicyclists were wearing helmets. **Overall, over 25% of bicyclists wore helmets - the highest share ever observed!** The highest rates of helmet use were on **Esplanade Avenue (N Dupre), St. Charles Avenue, and Camp St - all over 30%**. The lowest as on St. Claude Avenue with only 7%.

We also monitor whether people are riding the sidewalk, on the roadway, or on the neutral ground (where present), and whether they are riding in the correct direction (with traffic). **Generally, a high proportion of adult users choosing to bike on the sidewalk indicates a lack of confidence in the safety of on-street facilities available.**

In this case, **the majority of bicyclists (nearly 90% overall) ride on-street, in the correct direction.** A high proportion of wrong-way riding (31%) was observed on A.P. Tureaud (under construction to add bike lanes at the time of observation), while a higher rate of sidewalk riding (15%) was noted on N. Rampart St, which only has a bike lane in one direction.

Travel Orientation of Bicyclists Observed

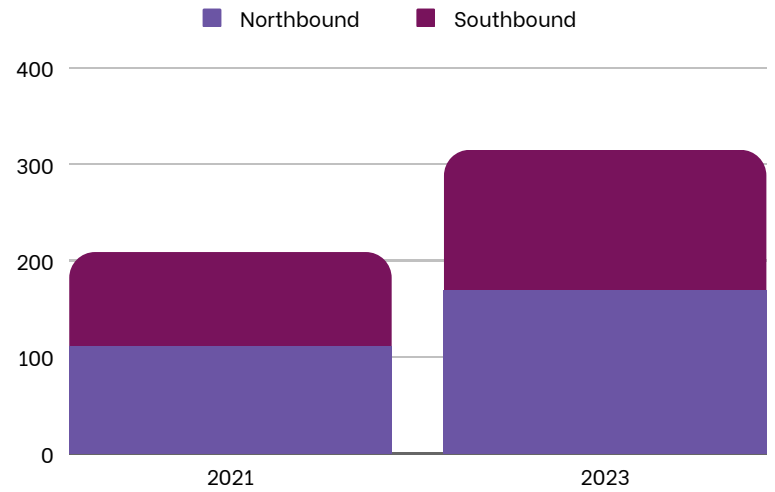


Bike Counts: Protected Bikeways

To better understand bicyclist travel patterns 24 hours a day, 7 days a week, UNO deployed pneumatic tube counters to collect continuous data at two locations with protected bike lanes in Spring, 2023: Elysian Fields Avenue near Dauphine St, where we found that **average daily user volumes were up 52% since 2021.**

Counts were also collected on **N. Peters St at Esplanade Avenue, traversed by over 500 bicyclists per day**, however this data is incomplete due to equipment damage to one of the units.

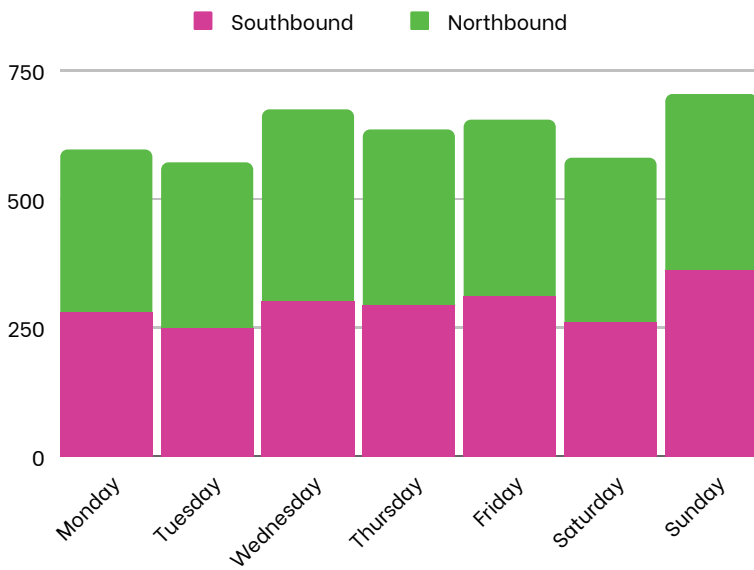
Elysian Fields Avenue: Average Daily Bicyclists 2021 - 2023



User patterns can help tell us what kind of trips people are making on a given facility: going to work, social activities, exercise, etc. **Elysian Fields Avenue is busy 7 days a week, indicating a mix of uses and users for all kinds of trips.**

Relatedly, the corridor experiences the **highest activity levels in the afternoons and evenings - including late into the night on weekends** - suggesting that it is used by people heading to nearby nightlife hotspots, both for work and for play.

Elysian Fields Avenue: Average Daily Bicyclists by Day of Week



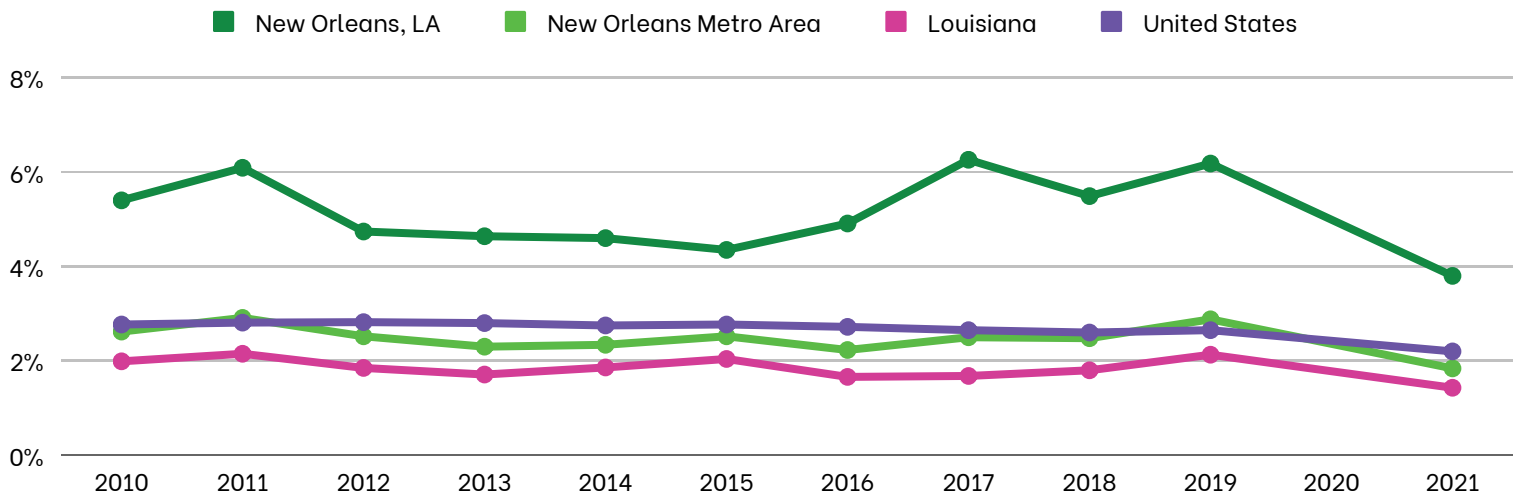
Elysian Fields Avenue: Average Hourly Bicyclists by Hour of Day



Bike Commuting: National Perspective

Finally, **New Orleans has long been a leader within Louisiana and among peer cities for a relatively high rate of bicycling to work.** Since COVID-19 and corresponding shifts in work including telecommuting, the percent of commuters who bike to work has dipped to the lowest level in over a decade. However, New Orleans still remains well above state and national averages. Developing a safe, interconnected bikeway network, and ensuring that people in key industries like hospitality are able to live near their jobs, can help maintain our status as a regional and national leader in biking to work (and everywhere else).

Percent Commuters Who Bike to Work, 2010 - 2021

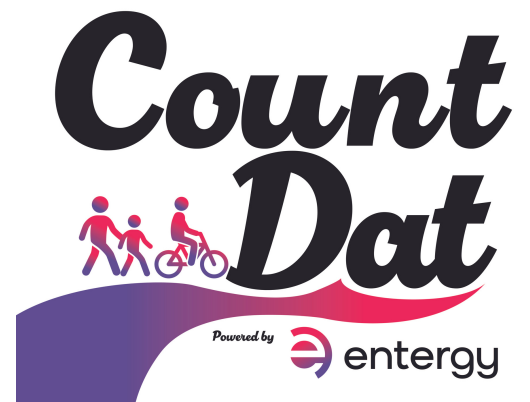


ABOUT

Count Dat is a project of the UNO Transportation Institute, in collaboration with the City of New Orleans and Bike Easy, sponsored by the Entergy Charitable Foundation. Our mission is to support rigorous data collection, analysis, and dissemination to measure the impact of infrastructure investments, document success, and identify opportunities to support safe, livable streets for all.

Find more information about *Count Dat* and resources for active transportation in New Orleans at <https://bikeeasy.org/tips-guides/count-dat/>

For information about pedestrian and bicycle counts or the Count Dat initiative, Contact:
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