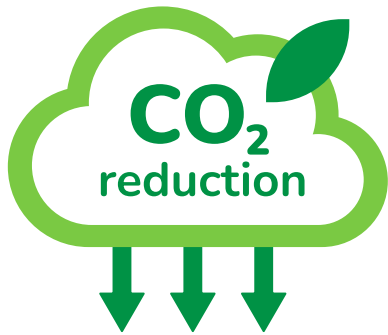


Data Highlight

The benefits of fostering a walkable, bikeable built environment go beyond transportation: communities where people can access daily needs without driving are also better positioned to achieve climate-related goals through emission reduction. Streets are also an important public asset and key opportunity for managing water and heat. *Count Dat* aims to advance dialogue and evaluation activities in support of adaptive streets that support multiple needs.



10 MILLION POUNDS

Streets and adjacent right-of-way constitute up to **1/3 of all the land area in urban areas**, and often more than 1/2 of all publicly-owned land. That means, they are a critical asset when it comes to adapting to climate change, as well as mitigating it through carbon reduction.

Overall, bicycle and pedestrian monitoring at five key permanent count stations indicates that over the years we've been counting, over **6.3 million trips** translates to more than **10 million pounds of CO2 mitigated**.

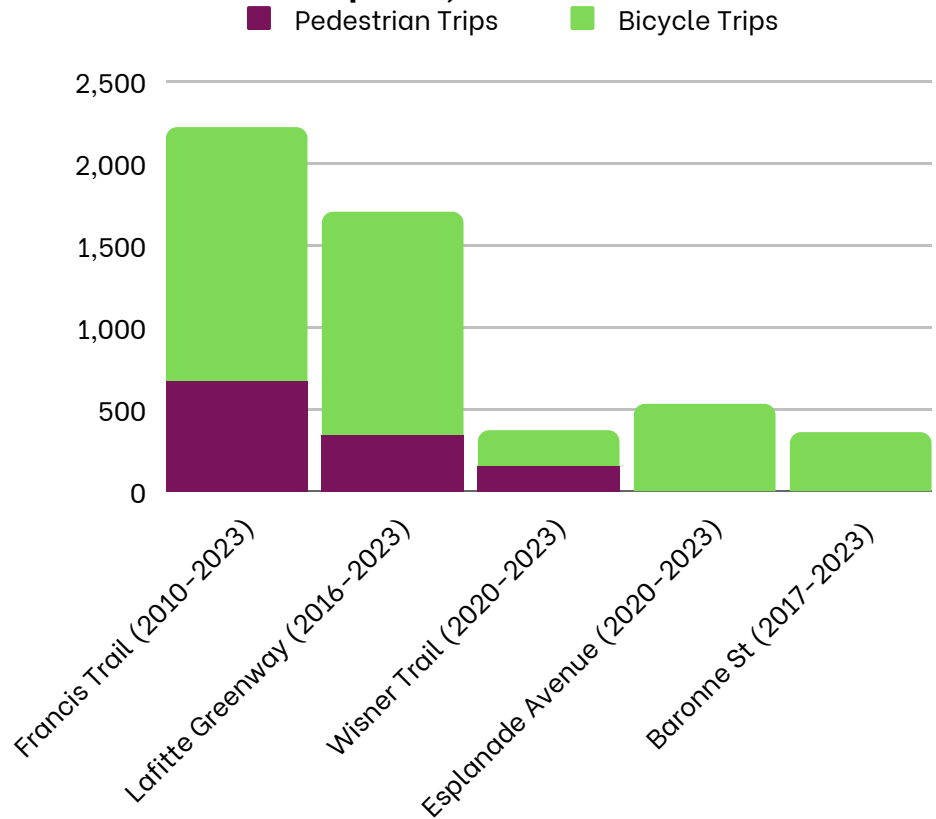


Right-of-Way illustration, Gentilly, New Orleans

Counts and Carbon Reduction

Various approaches to measuring the emissions reduction potential of active transportation options are in use. *Count Dat*'s estimation template **calculates estimated pounds or tons of carbon mitigated**, based on inferred average trip length and duration and published factors for converting the resulting active travel miles and minutes to carbon or energy outputs.

Tons of Carbon Mitigated from Walk/Bike Trips (cumulative for full data collection period)



Estimated Carbon Mitigation Impacts, Permanent Bike/Ped Count Locations

	Modes Counted	Total Trips Counted	Estimated Trip Miles	Estimated Active Trip Minutes	Estimated Pounds CO2 mitigated	Estimated Tons CO2 Mitigated
Norman C. Francis Trail (2010-2023)	Bikes	1,510,425	3,473,977	29,302,240	3,091,839	1,546
	Peds	1,394,238	948,082	22,865,507	1,338,469	669
Lafitte Greenway (2016-2023)	Bikes	1,329,476	3,057,795	25,791,835	2,721,437	1,361
	Peds	703,362	478,286	11,535,136	675,227	338
Wisner Trail (2020-2023)	Bikes	212,410	488,544	4,120,762	434,804	217
	Peds	310,635	211,232	5,094,412	298,209	149
Esplanade Ave (2020-2023)	Bikes	509,027	1,170,762	9,875,124	1,041,978	521
Baronne St (2017-2023)	Bikes	340,317	782,729	6,602,150	696,629	348
Total		6,309,890	10,611,407	115,187,166	10,298,594	5,149

This represents a basic estimation method to **quantify the cumulative value of walk or bike trips, for any location where count data is available**. Additional research is needed to better understand the specific usage of urban trails and bikeways to refine these rough estimates based on local data and behavior patterns.

For additional information about data and underlying assumptions and limitations, see *Methods Notes*.

Green Infrastructure and Adaptive Streets

One strategy to optimize how we design our streets and address climate risks is through the installation of **Green Infrastructure (GI)** that prevents or captures stormwater runoff, reducing flood hazards, preventing subsidence, all while creating public amenities, supporting biodiversity, and improving air and water quality.

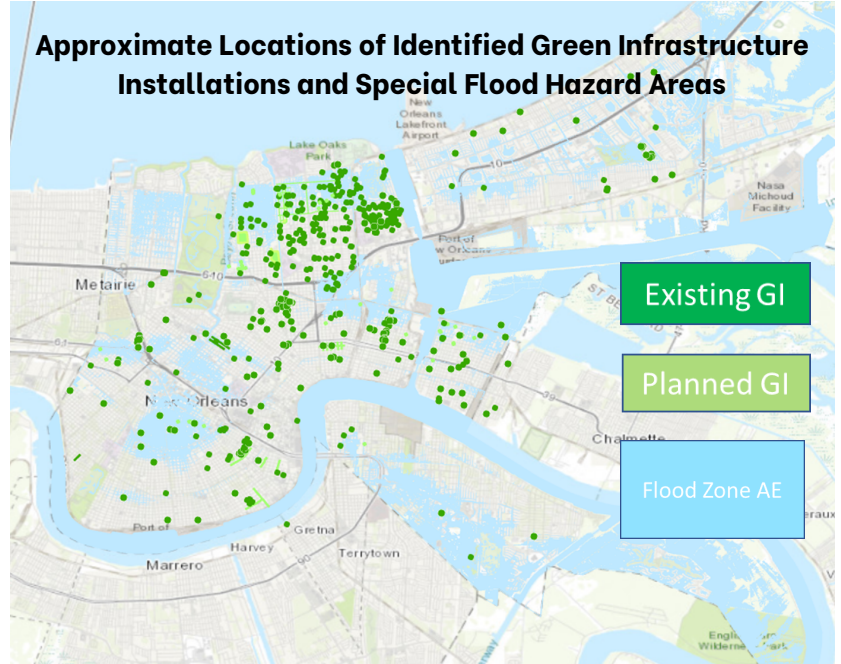
Such “Green Streets” often include:

- **Permeable pavement or pavers**
- **Bioretention planters or swales**
- **Stormwater curb extensions, floating islands, transit stops, and medians**
- **Street trees**

UNOTI is currently working with the City and other local partners to **map and analyze the extent and characteristics of green infrastructure in the region**, to better understand how and where we can benefit from co-locating active transportation and green infrastructure to support safer, more comfortable, more resilient streets.

Key metrics include:

- The number of GI projects, by type
- Distribution of GI relative to need (heat, tree canopy, flood risk, equity)
- Water storage capacity



Estimated Percent of completed projects involving public Streets and Right-of-Way: **17%**



Above: permeable parking, bioretention, ADA enhancements, Cherokee St

Below: Intersection redesign with pavement reduction, bike/walk enhancements, trees, and bioretention, Franklin Ave

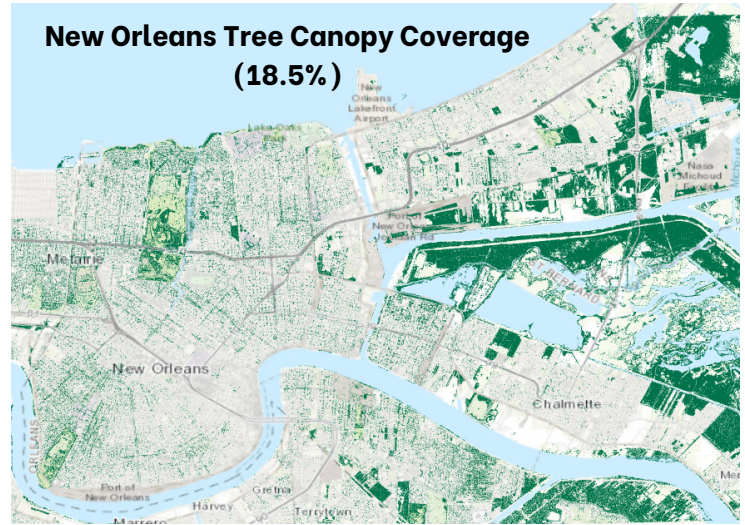


Greenways & Shadeways

A key aspect of making walking and bicycling feasible for more people, and for more trips, is to ensure that infrastructure is not only safe and accessible, but comfortable for users of all ages and abilities. An often overlooked need, particularly in New Orleans' hot climate, is adequate shade. New Orleans' [Reforestation Plan](#) identifies lack of trees as a critical contributor to an urban heat island effect that pushes temperatures to almost 9 degrees hotter than surrounding areas.

Greenways (like the Lafitte Greenway and Norman C. Francis Parkway Trail), buffered by unpaved, planted areas and often planted with trees, have already proven to be critical, popular axes of the active transportation network.

Aligning the next phase of investments in tree canopy restoration and active transportation to create **"shadeways"** with continuous canopy for sidewalks and on-street bikeways - like Esplanade Avenue, St. Charles Avenue, and portions of Carrollton Avenue, can multiply the benefits of dollars spent on public space.



Visit the *Count Dat* page to let us know about your favorite local **shadeways** that would benefit from bicycling/walking upgrades, and tell us **where you want to see future shadeways in your neighborhood?**

ABOUT

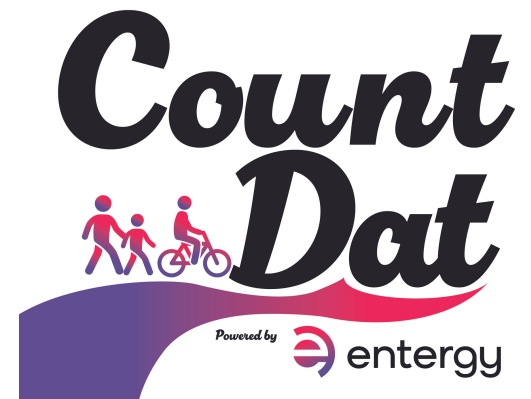
Count Dat is a project of the UNO Transportation Institute, in collaboration with the City of New Orleans and Bike Easy, sponsored by the Entergy Charitable Foundation. Our mission is to support rigorous data collection, analysis, and dissemination to measure the impact of infrastructure investments, 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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SEPTEMBER 2023