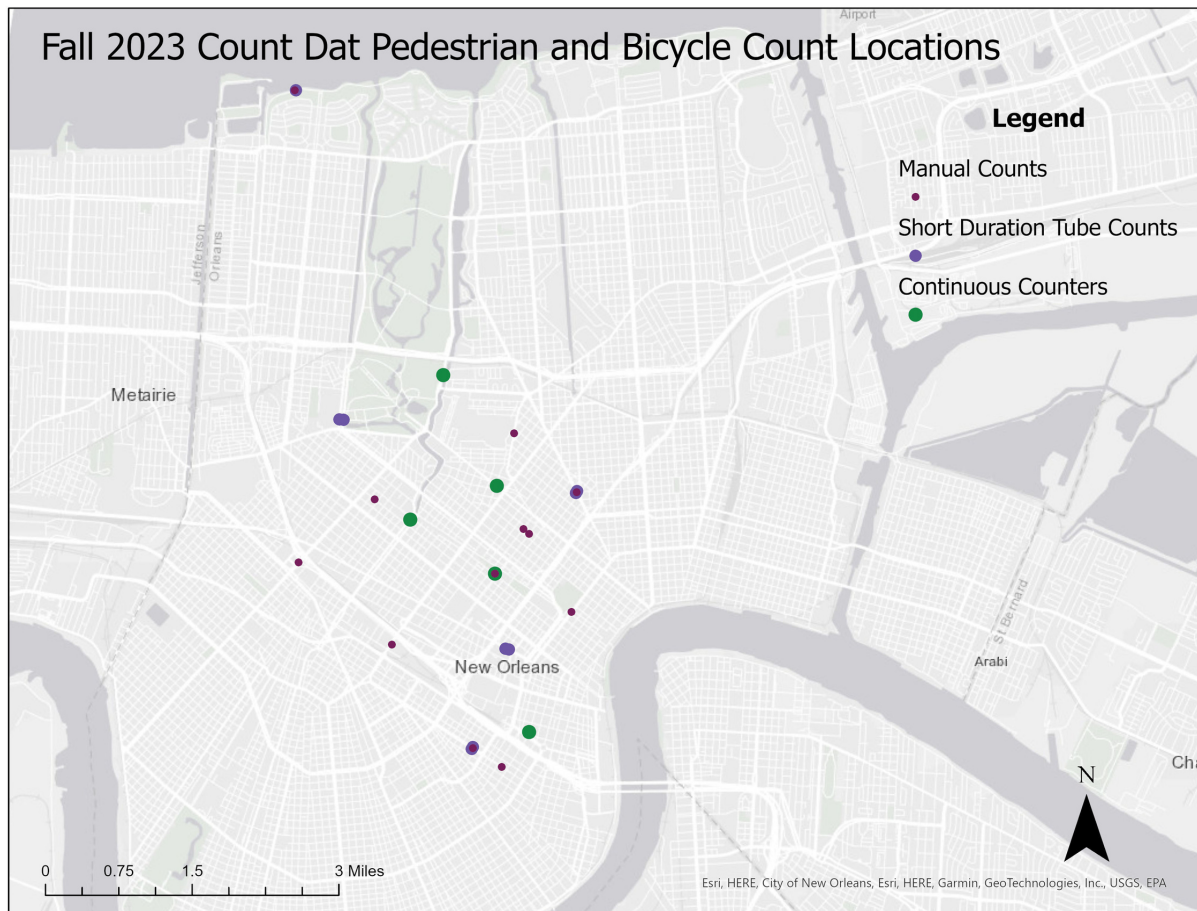


Short Duration Counts Snapshot

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! In October/November 2023, we collected 8-hour counts at 12 locations, and 7+ day counts using automated counters on bike facilities in five locations, to track post-COVID shifts and document user trends.

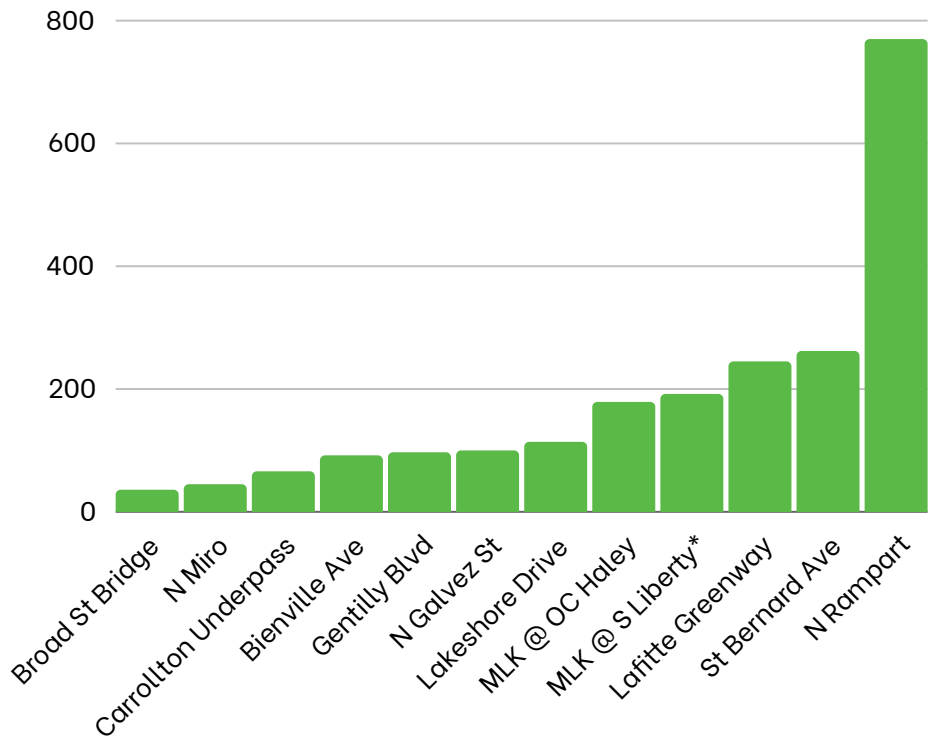


Pedestrian Counts

In Fall, 2023, UNO student assistants conducted 8-hour counts* at 12 sample locations, both new sites of interest and sites with several years of previous data.

The highest overall count totals were found on **N. Rampart St**, with robust activity on urban main streets like **St. Bernard Avenue** and **MLK Boulevard**, as well as the **Lafitte Greenway**.

Manual Pedestrian Total 8-Hour Count Volumes, Fall 2023



*only 6 hours of data collected at MLK Blvd at S. Liberty St due to schedule and weather constraints

Change Over Time

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

| Site # | Site Name | Spring Counts | | | | | | Fall Counts | | |
|--------|---------------------|---------------|------|------|------|------|------|-------------|------|------|
| | | 2013 | 2014 | 2014 | 2016 | 2021 | 2023 | 2020 | 2021 | 2023 |
| 26 | Broad St Bridge | 31 | 45 | 48 | | | | | | 36 |
| 45 | N. Galvez St | | | 144 | 49 | | | 136 | 75 | 100 |
| 46 | N. Miro St | | | 171 | 72 | | | 56 | 46 | 45 |
| 66 | MLK Blvd @ OC Haley | | | | 136 | 105 | | | | 179 |
| 78 | St. Bernard Ave | | | | | | | 117 | 143 | 262 |
| 81 | Gentilly Blvd | | | | | | | 123 | 92 | 97 |
| 87 | N Rampart St | | | | | 502 | 795 | | | 770 |
| 95 | Lakeshore Drive | | | | | | | | 142 | 114 |

Note: a methodological shift in the timing of counts to better reflect travel patterns in New Orleans for counts from 2020 - 2023 is a contributing factor which may reduce 8-hour expected totals relative to 2010-2017 counts (See Methodology and Background Summary document).

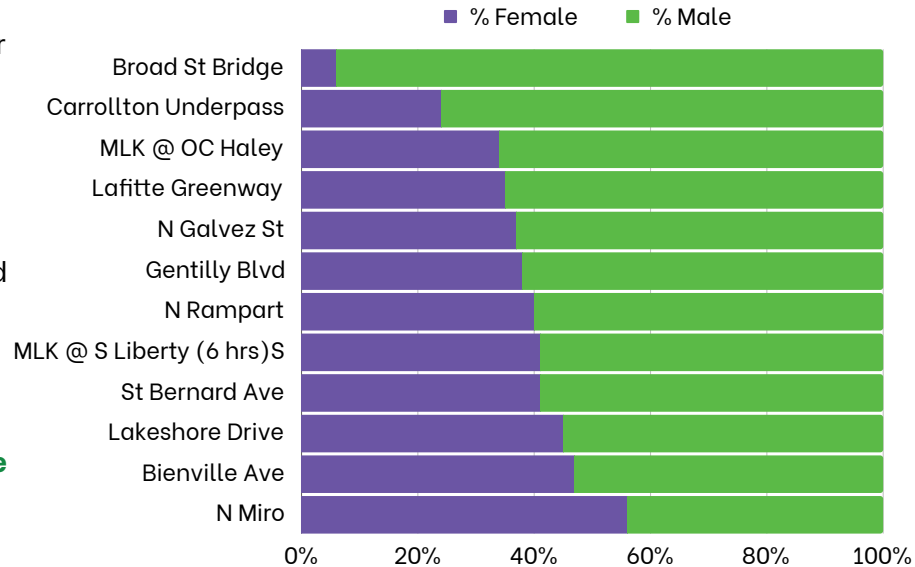
Pedestrian volumes were up notably on **St. Bernard Avenue**, and on the recently re-designed **Martin Luther King, Jr. Blvd**. In most sample count locations, raw count volumes were comparable to previously collected samples, even where previous counts were collected during spring months rather than autumn.

These Streets Are (or are not) Made for Walking

Manually observing people walking and bicycling allows us to better understand the characteristics and behaviors of people using our streets. In 11 out of 12 count locations, boys and men made up the majority of people walking, with women making up as few as 6% of pedestrians observed on the **Broad St. Bridge**, and 24% at the **Carrollton Underpass**, likely indicating negative perceptions about safety and comfort at these key network chokepoints

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 **N. Galvez St (12%)**, **Carrollton Underpass (11%)**, **the Lafitte Greenway (8%)**, and **Lakeshore Drive (7%)**

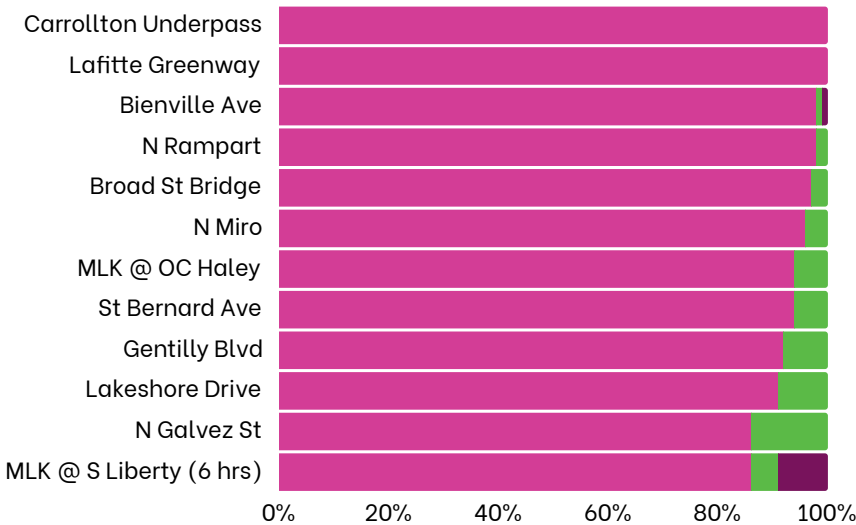
Proportion of Pedestrians Observed, by Apparent Gender



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 MLK Blvd, where a wide paved path runs down the median, as well as N. Galvez St, Lakeshore Drive, and Gentilly Blvd, where a notable share of pedestrians chose to use the dedicated bike lane.

Travel Orientation of Pedestrians Observed

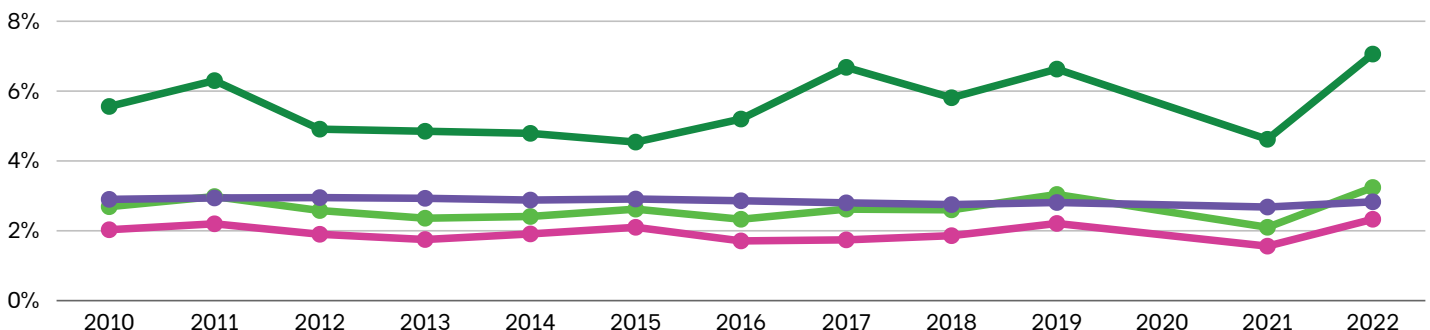
■ Sidewalk ■ Street ■ Neutral Ground



After a post-COVID dip, the share of **commuters who walk to work in New Orleans has rebounded to about 7%** (excluding those who work from home), a new high since 2010.

Percent Commuters Who Walk to Work, 2010 - 2022

■ New Orleans, LA ■ New Orleans Metro Area ■ Louisiana ■ United States

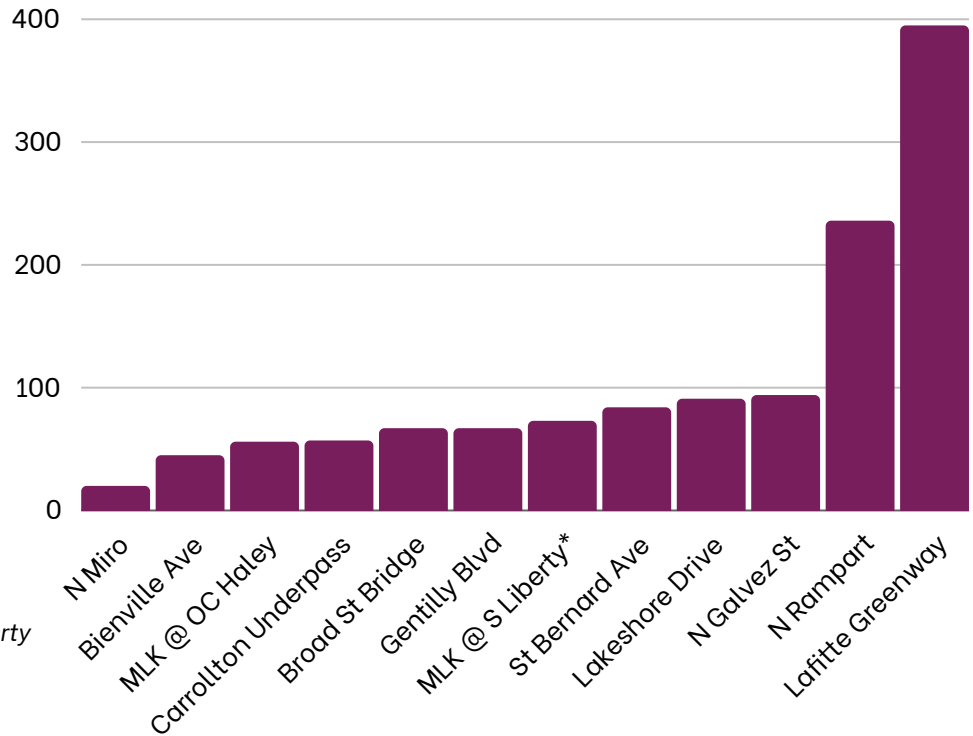


Data Source: U.S. Census Bureau's American Community Survey 1-year Estimates, Table B08006

Bicycle Counts

Manual counts collected at 10 sample locations* indicate vigorous bicycle activity on the **Lafitte Greenway** and **N. Rampart St**, and steady, moderate volumes on a wide range of corridors, with and without dedicated bikeways.

Manual Bicycle Total 8-Hour Count Volumes, Fall 2023



*only 6 hours of data collected at MLK Blvd at S. Liberty St due to schedule and weather constraints

Change Over Time

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

| Site # | Site Name | Spring Counts | | | | | | Fall Counts | | |
|--------|-----------------|---------------|------|------|------|------|------|-------------|------|------|
| | | 2013 | 2014 | 2014 | 2016 | 2021 | 2023 | 2020 | 2021 | 2023 |
| 26 | Broad St Bridge | 57 | 59 | 80 | | | | | | 67 |
| 45 | N Galvez St | | | 82 | 66 | | | 142 | 57 | 94 |
| 46 | N Miro | | | 51 | 37 | | | 44 | 23 | 20 |
| 66 | MLK @ OC Haley | | | | 50 | 66 | | | | 56 |
| 78 | St Bernard Ave | | | | | | | 117 | 130 | 84 |
| 81 | Gentilly Blvd | | | | | | | 108 | 48 | 67 |
| 87 | N Rampart | | | | | 239 | 271 | | | 236 |
| 95 | Lakeshore Drive | | | | | | | | 53 | 91 |

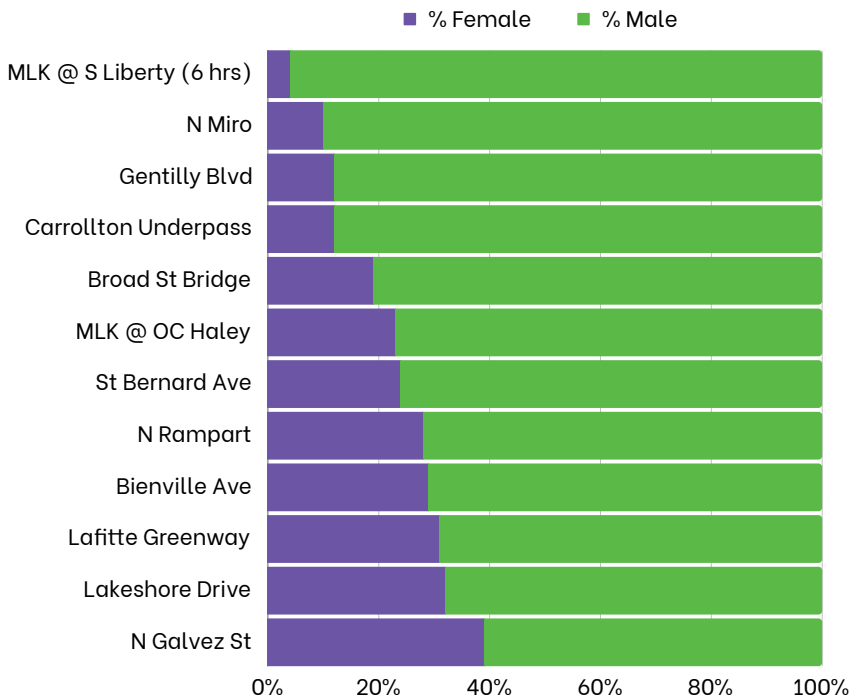
Note: a methodological shift in the timing of counts to better reflect travel patterns in New Orleans for counts from 2020 - 2023 is a contributing factor which may reduce 8-hour expected totals relative to 2010-2017 counts (See Methodology and Background Summary document).

Bicycle volumes were up relative to the most recent previous counts on **N. Galvez St**, **Gentilly Blvd**, and **Lakeshore Drive**.

In other sample count locations, raw count volumes were down compared to previously collected samples, particularly on streets with paint-only bike lanes like **St. Bernard Avenue**, or no dedicated bikeway (e.g. **N Miro**)

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 26% of all bicyclists observed during this sample** - 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. This includes the recently upgraded, protected bike lanes on MLK Boulevard.

We also counted how many bicyclists were wearing helmets. **Overall, a record-breaking 29% of bicyclists observed wore helmets at these sample sites.** The highest rates of helmet use were on **Lakeshore Drive (59%), Lafitte Greenway (44%), and N Galvez St (30%)**. The lowest was on MLK Blvd at S. Liberty, with 7%.

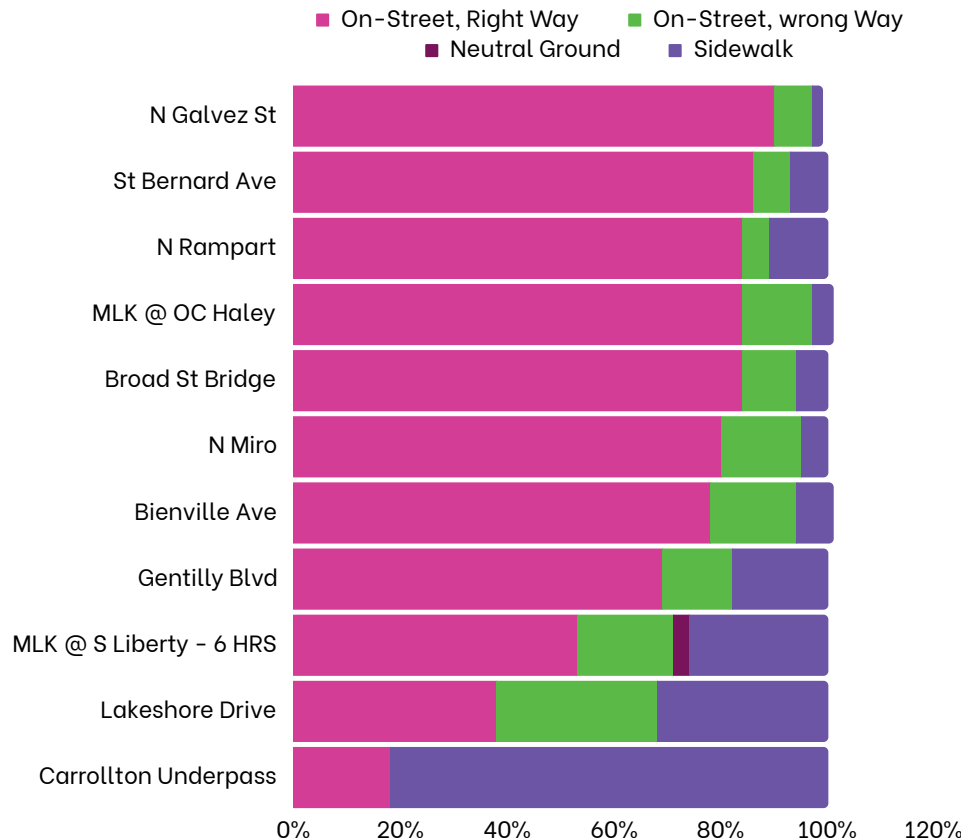
We also monitor whether people are riding the sidewalk, on the roadway, or on the neutral ground (where present), and whether they are riding in the correct direction (with traffic).

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.

At these sample locations, the share of bicyclists riding correctly ranges from **90% (N Galvez St)** to just **18% at the Carrollton Ave Underpass**, where most riders choose to use the sidewalk. A high proportion of wrong-way riding (18%) and sidewalk riding (26%) were observed on **MLK Blvd at S Liberty**.

Note that the Lakeshore Drive cycle track provides for two-way traffic, so the share of cyclists riding counter to traffic does not reflect improper usage.

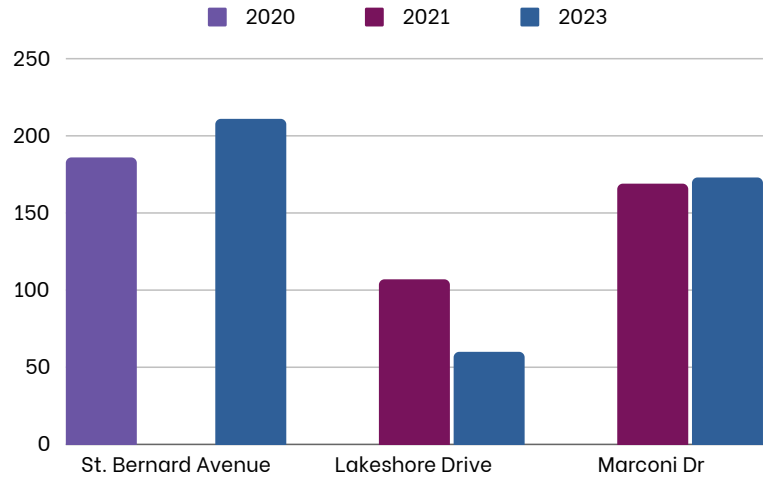
Travel Orientation of Bicyclists Observed



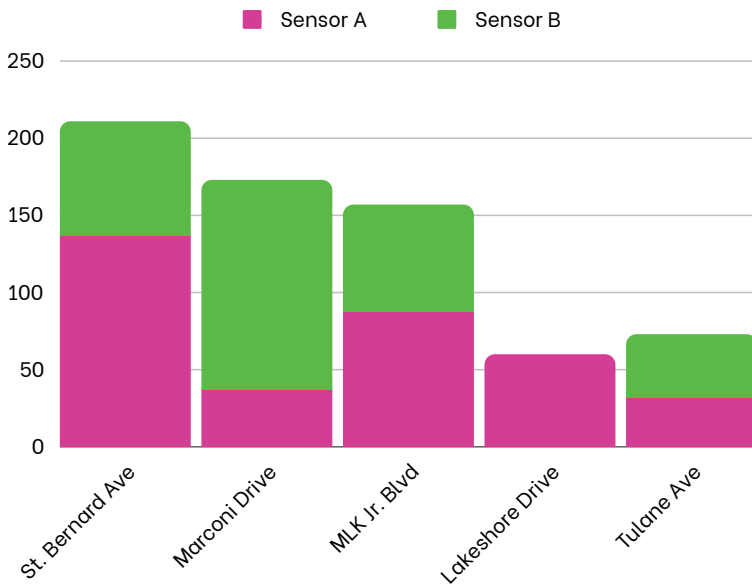
Automated Bike Counts

To better understand bicyclist travel patterns 24 hours a day, 7 days a week, UNO deployed pneumatic tube counters at several new and recurring locations with dedicated bike infrastructure in Fall, 2023: Tulane Avenue, Marconi Drive, St. Bernard Avenue, MLK Jr. Blvd, and Lakeshore Drive. Among recurring count locations, bicycle volumes were up slightly on **St. Bernard Ave and Marconi Drive**, but down sharply on Lakeshore Drive, likely attributable to less favorable weather conditions than during the previous sample.

Recurring Count Locations: Average Daily Bicyclists

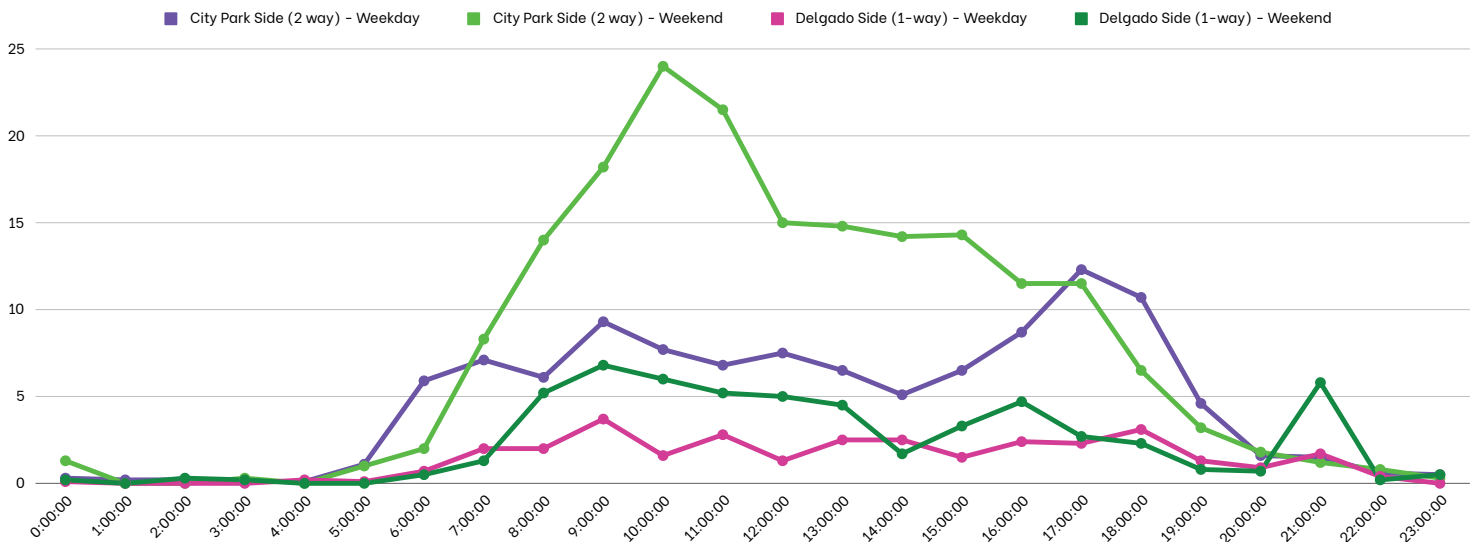


Average Daily Bicyclists: Fall 2023 Sample Sites



User patterns can help tell us what kind of trips people are making on a given facility: going to work, social activities, exercise, etc. For example, **user volumes are up to 5x the daily average on weekend days with fair weather on Lakeshore Drive**, indicating recreational use, while relatively stable hourly and daily **patterns on MLK Blvd indicate bicycling for work and daily needs**. Travel orientation patterns on paired or 2-way facilities can further illuminate how bikeways are used by different groups, such as showing how recreational, weekend users on Marconi Drive tend to utilize the 2-way cycletrack parallel to City Park.

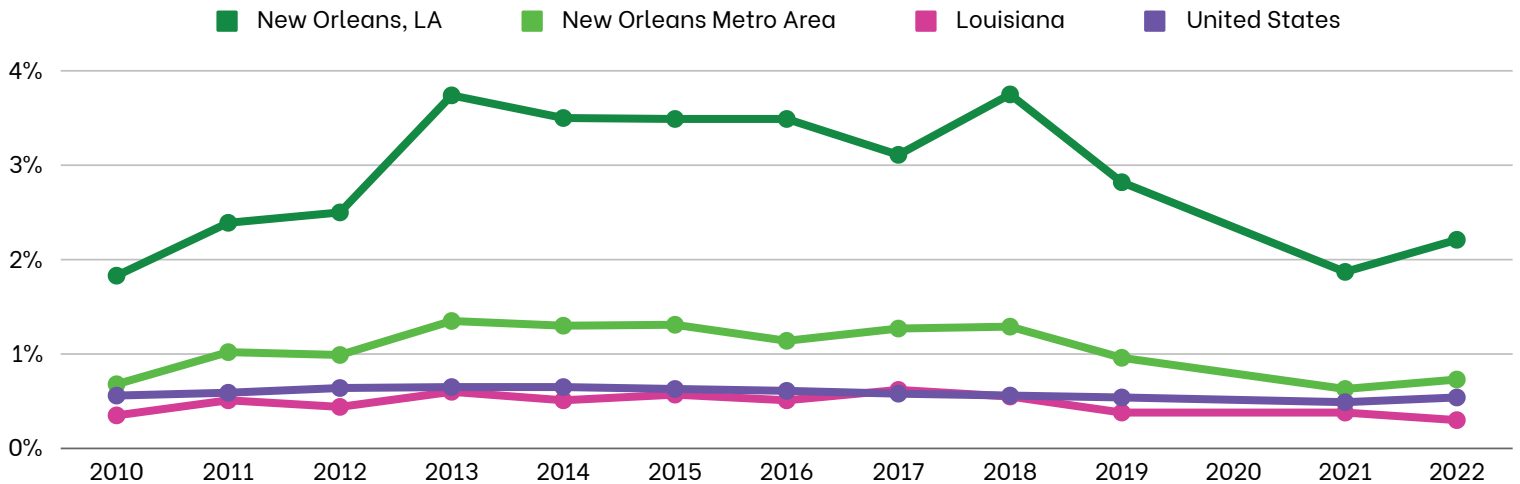
Marconi Drive: Average Hourly Bicyclists by Hour of Day



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, yet New Orleans still remains well above state and national averages. In 2022, estimated bike commuters rebounded slightly to 2.2%. 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 - 2022



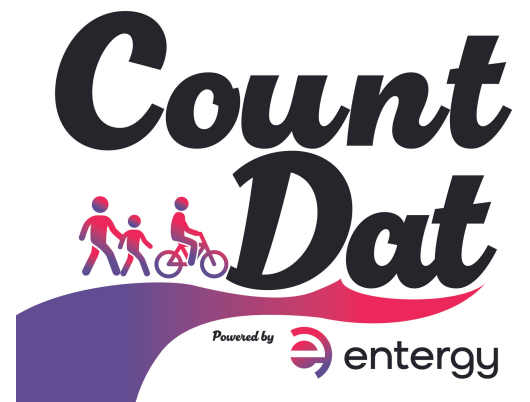
Data Source: U.S. Census Bureau's American Community Survey 1-year Estimates, Table B08006

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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bikeeasy



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