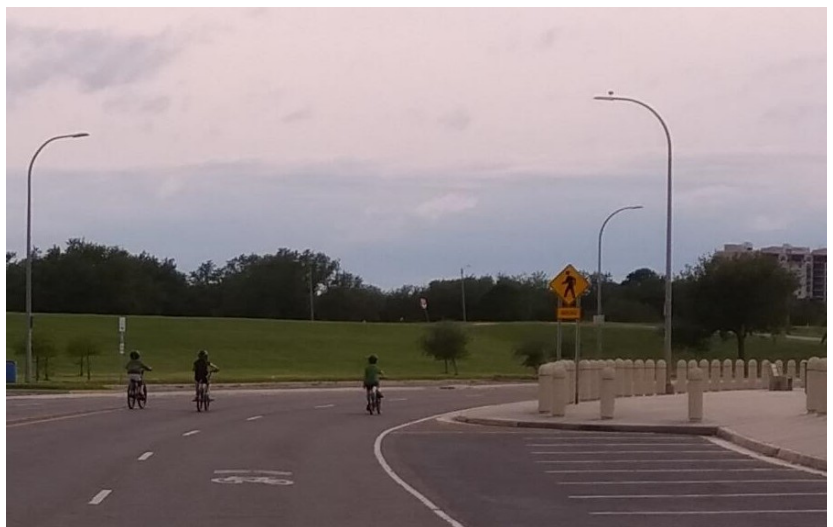


Corridor Spotlight: Lakeshore Drive

Connecting West End to Pontchartrain Park via University of New Orleans, Lakeshore Drive along the shores of Lake Pontchartrain is a popular spot for recreational cyclists, fitness enthusiasts, families, fishermen, and folks out for a scenic Sunday drive. This *Count Dat* Data Highlight spotlights preliminary findings from recent enhancements to pedestrian and bicycle mobility and safety along this key connector and recreational asset.



During the early months of COVID-19, several portions of Lakeshore Drive were closed to vehicular traffic on weekends to limit large crowds, while providing a safe opportunity for active recreation. In 2021, the Flood Protection Authority- East completed a series of improvements from Lake Marina Avenue to Canal Boulevard, including new asphalt, a raised median with turn lanes, a two-way protected bike lane, and pedestrian crossing enhancements.



Children on bicycles enjoying temporary closure of Lakeshore Drive to motor vehicles, May 2020

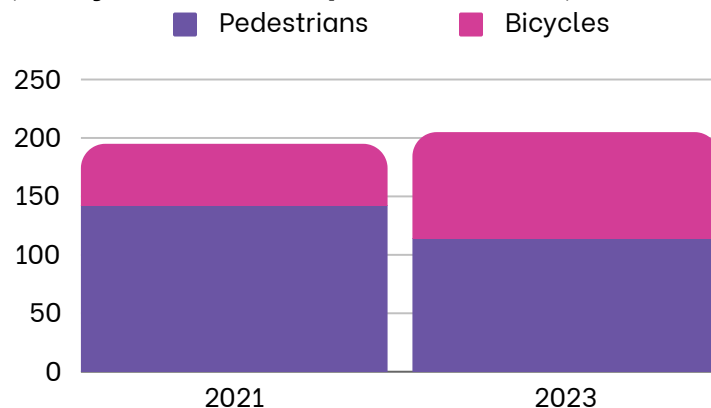
User Volumes and Characteristics

In order to better understand how and when people use Lakeshore Drive for walking, bicycling, and rolling, UNOTI has collected preliminary data **measuring user volumes, characteristics, and travel orientation** at a busy location near Lakeshore Park and nearby bars and restaurants.

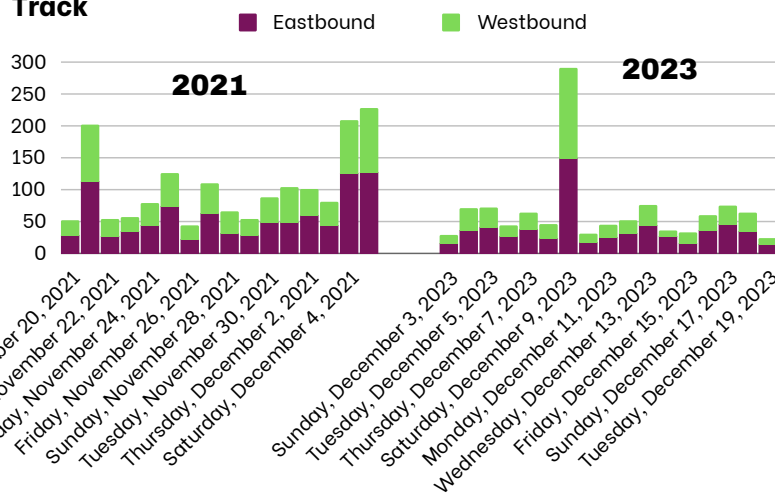
Two-week pneumatic tube counts were collected to measure usage of the newly installed 2-way protected bike lane, and 8-hour manual pedestrian and bicycle counts were conducted to measure usage of the entire corridor by pedestrians and bicyclists. Data collection took place in November/December of 2021 and 2023.

Overall, activity was down somewhat in 2023 compared to 2021, although this is likely attributable to inclement weather conditions on several days during the data collection period in 2023. The number of bicyclists observed during manual counts (conducted in fair weather), on the other hand, suggest **increasing activity during peak periods**.

Pedestrian and Bicycle Volumes - Lakeshore Drive (Unadjusted 8-hr sample count totals)



Raw Daily Bicycle Volumes - Lakeshore Drive Cycle Track



Characteristics of People Walking and Bicycling Lakeshore Drive (8-hour samples)

	2021		2023	
	Pedestrians	Bicyclists	Pedestrians	Bicyclists
Male	41%	89%	55%	68%
Female	59%	11%	45%	32%
Adults	95%	98%	89%	98%
Kids (up to 14)	5%	2%	11%	2%
Mobility Aids	2%		7%	
Travel Orientation				
On-Street	5%	92%	9%	68%
On-Street, in Bike Lane	n/a	n/a	9%	65%
On Sidewalk	95%	8%	91%	32%
Wearing helmets		60%		59%

Manual count observations indicate that a majority of cyclists are using the new 2-way bike lane, although many cyclists continue to ride along the concrete seawall as well. A share of **pedestrians also use the bike lane, especially those using mobility aids** (skates, scooters, wheelchairs, etc).

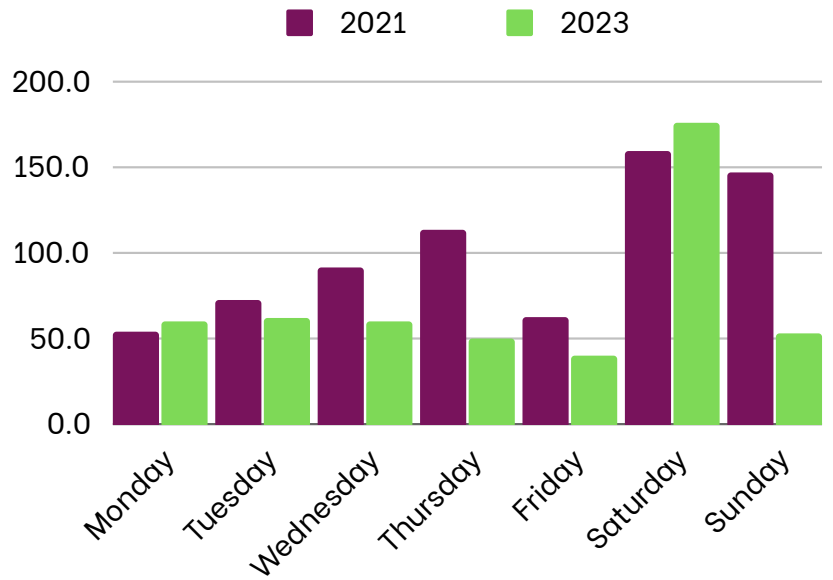
The **share of bicyclists who are female has nearly tripled since 2021**, which may indicate greater comfort with the new facility. A majority of cyclists on this corridor continue to wear helmets.

Hourly and Daily Cycling Trends

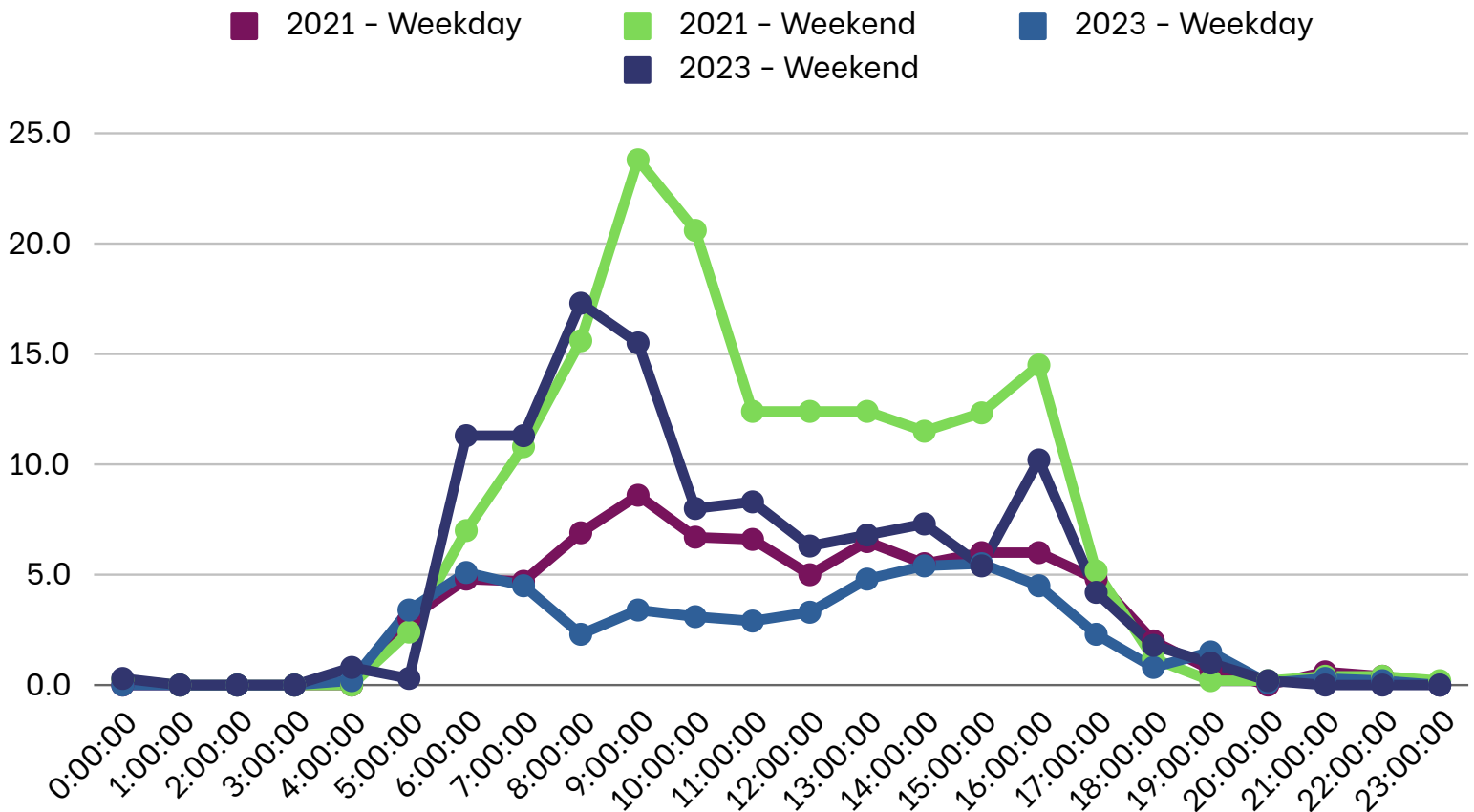
Bicycle activity on Lakeshore Drive shows a distinctly **recreational usage pattern, with elevated activity levels, and more robust morning activity in particular, on the weekends**. Weekday user volumes are relatively steady throughout the day.

Note that the 2023 data collection period, took place later in the season than in 2021, and **weekend activity was significantly diminished by inclement weather**. Additional data collection during other months is recommended.

Lakeshore Drive Average Daily Bicyclists by Day of Week



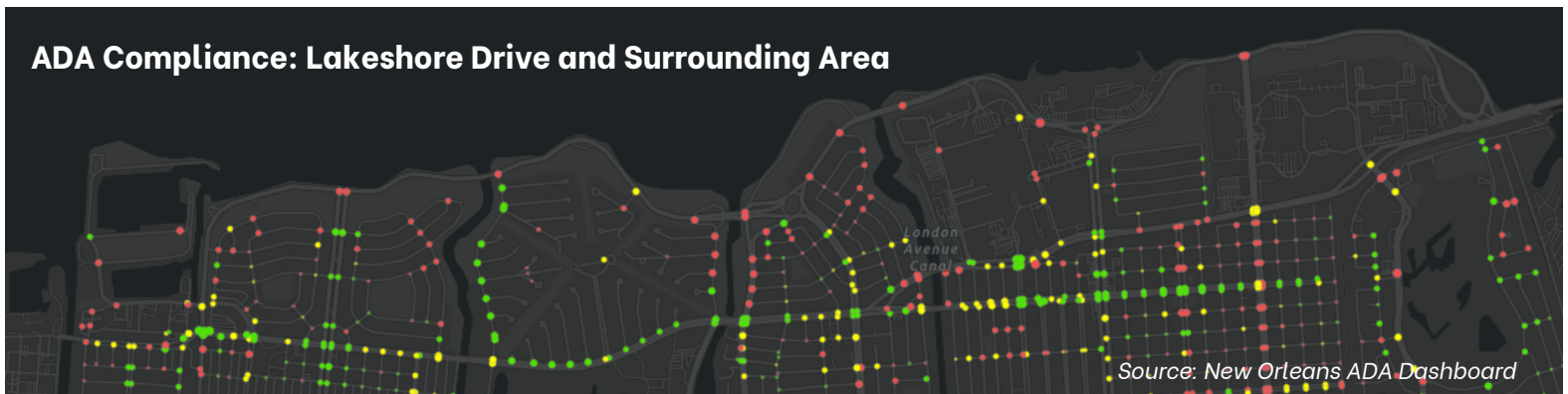
Lakeshore Drive Average Hourly Bicyclists by Hour of Day



Next Steps: Lake Access for All

Although recent improvements to lakeshore amenities have improved accessibility for people with disabilities, and improved safety for all road users, significant accessibility challenges remain. **Of 13 street intersections connecting to Lakeshore Drive, only one (Allen Toussaint Boulevard) is considered fully ADA-Compliant. Two are partially compliant, while the majority (77%) are considered non-compliant.** A lack of frequent marked or protected crossings, lack of accessible curbs and sidewalks, and high motor vehicle speeds present ongoing safety challenges that need to be addressed in order to promote active transportation options and access to recreational opportunities for all.

ADA Compliance: Lakeshore Drive and Surrounding Area



ABOUT

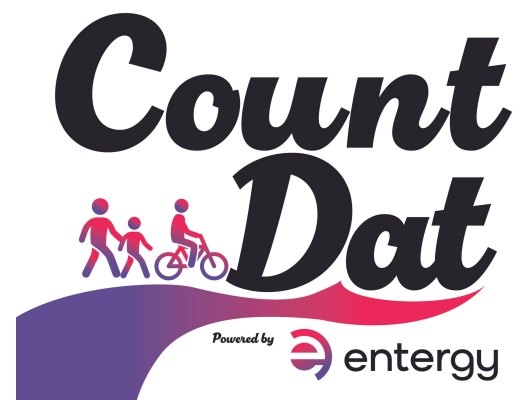
Count Dat is a project of the UNO Transportation Institute, in collaboration with the City of New Orleans and Bike Easy, sponsored by the Entergy Charitable Foundation. Our mission is to support rigorous data collection, analysis, and dissemination to measure the impact of infrastructure investments, 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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JANUARY 2024