

# The Greenway Crossing Project

Results from a survey of the use, safety and services of the Lafitte Greenway



## Project Summary

The purpose of the Greenway Crossing Project was to explore use and safety of the Lafitte Greenway for bicyclists and pedestrians. Interviews with pedestrians and cyclists, as well as observations of crossings at Greenway intersections, were conducted. This report is a continuation of prior work by a team from the Tulane University School of Public Health and Tropical Medicine.

The aim of the intercept surveys was to collect information regarding people's safety concerns and usage of the Lafitte Greenway. Interviews were conducted with 122 pedestrians and cyclists over a two-week span in July and August of 2017.

The aim of the crossing observations was to assess whether motor vehicles obeyed the crossing signals and if they behaved differently depending on whether the crosswalk user was a pedestrian or cyclist. Observations of 258 crossing episodes were recorded on December 1<sup>st</sup>, 2017 between 9:00am and 12:00pm. Motor vehicle behavior in each lane of traffic was noted during each crossing episode.

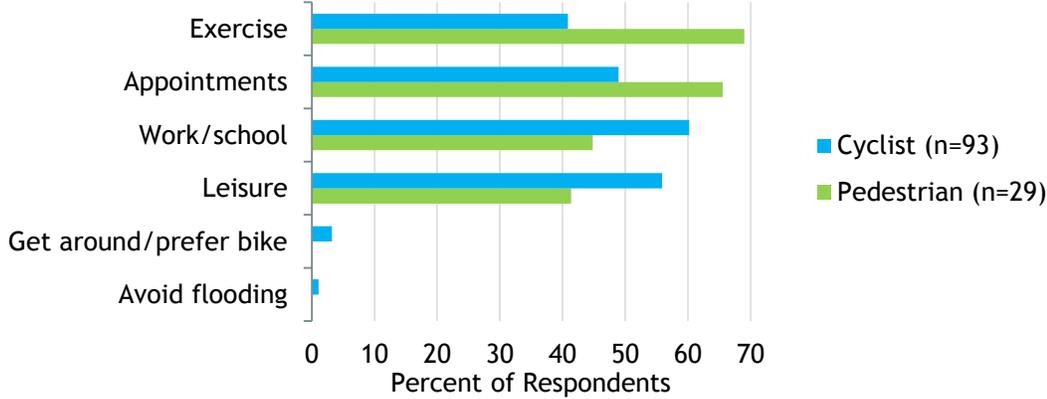
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## Key Findings

- The majority of survey respondents were white, male cyclists
- 71% of survey respondents reported using the crosswalk signals at least sometimes; 29% reported rarely or never using the crosswalk signals
- Observations showed that cyclists and pedestrians used the crosswalk signals for 16% and 22% of crossings, respectively
- 57% of survey respondents felt that the crosswalk signals do not make cars stop
- **The probability that a motor vehicle failed to stop for pedestrians did not differ by whether or not the crosswalk signals were used (a vehicle failed to stop for 66% of crossings) ( $p=0.3$ )**
- **Among cyclists, motor vehicles were more likely to fail to stop when the crosswalk signals were used than when they were not used (a vehicle failed to stop for 71% and 51% of signal in use and signal not in use crossings, respectively) ( $p=0.04$ )**
- The 3 most commonly reported barriers to using the crosswalk signals were inconvenience of location of the signals, respondents felt they are not always necessary, and cars don't stop for them
- The 3 most commonly reported barriers to using the Greenway more often were weather, bad driver behavior, and unsafe intersections

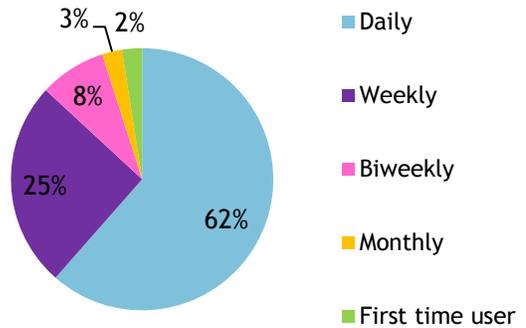
# Who Uses the Greenway?

Purpose of Greenway Use

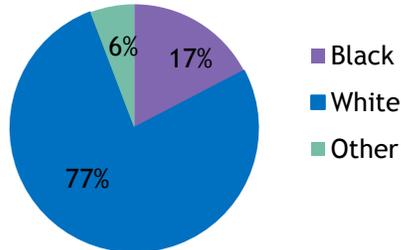


The average age of the respondents was **40** years, ranging from **21 to 75** years of age.

Frequency of Greenway Use

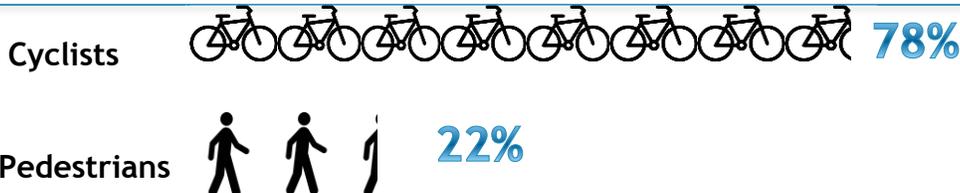


Race of Respondents



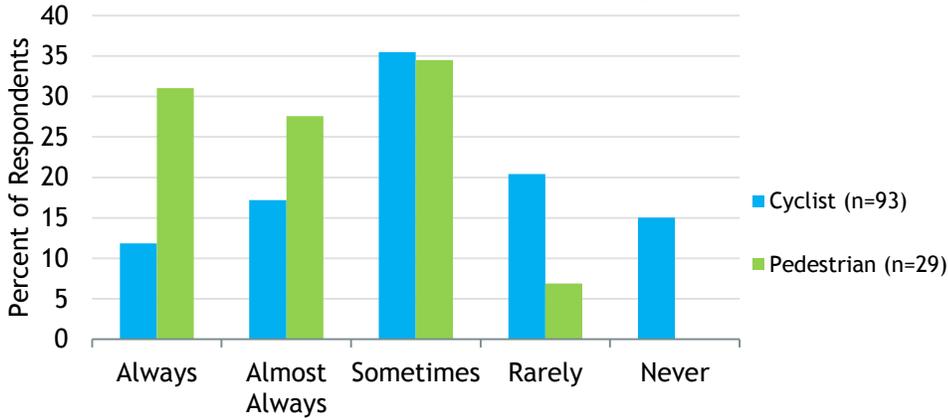
**33%** of the respondents reported using the Greenway before 12 PM, **27%** between 12 PM and 5 PM, and **40%** after 5 PM

Who were the respondents?



# Safety

Frequency of Crosswalk Signal Use

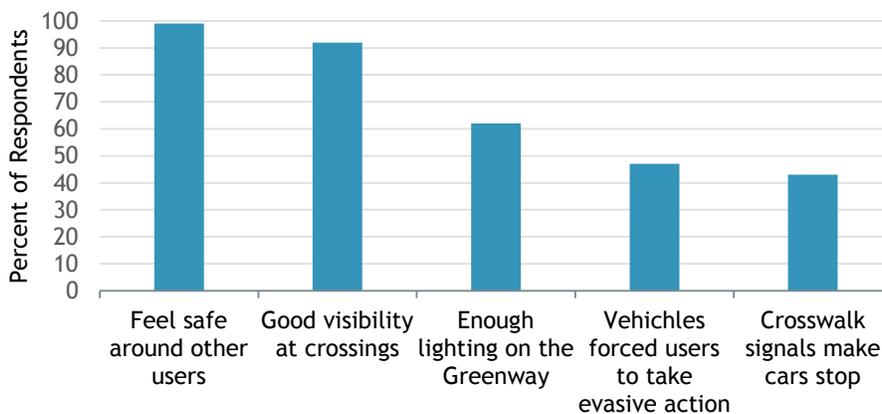


One or more vehicles failed to stop during **60%** of all observed crossings. Failure to stop did not differ by signal use ( $p=0.12$ ).

On a scale of 1 (difficult) to 10 (easy), Greenway users reported that **N. Broad Street** was the most difficult intersection to cross.

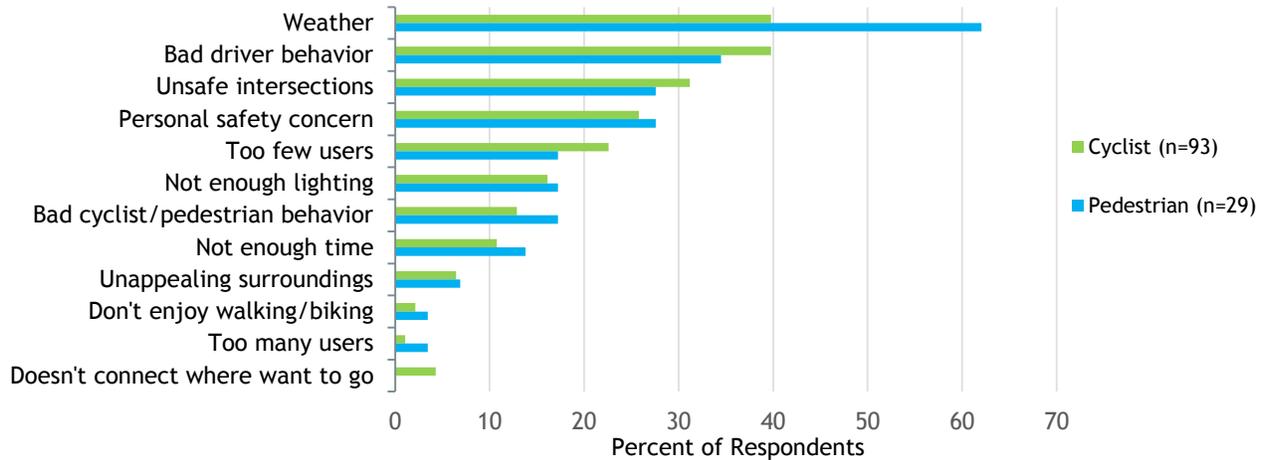
Intersection	Ease of Crossing
N. Carrollton Avenue	6.74
N. Claiborne Avenue	6.02
N. Broad Street	5.93

Respondents' Opinions regarding Safety, Visibility, Lighting, and Signals on the Greenway

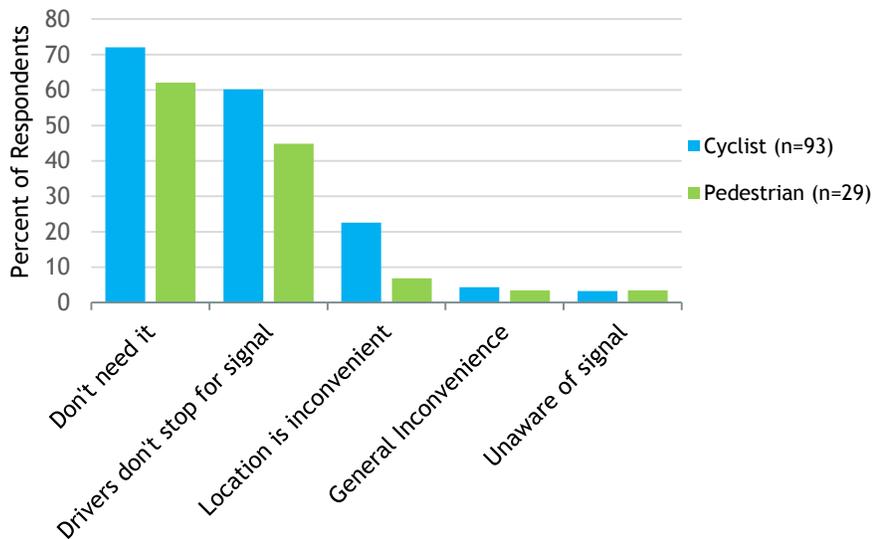


# Barriers and Suggestions

## Barriers to More Frequent Greenway Use



## Barriers to Crossing Signal Use



"...There needs to be hard signage for drivers. Now it is a caution level. They just slow down. You are almost encouraging them to try and gun it."

"The crosswalks are the biggest challenges...I find it very shocking how little regard drivers have for cyclists and pedestrians."

"Love the Greenway—wish it was extended throughout more of New Orleans."

### Action Points

- Awareness is needed for motor vehicle users to stop fully at the junctions when the crosswalk signal lights are flashing
- Encourage both groups to observe, use, and respect the crosswalk signals
- Make the crosswalk signals easier for cyclists to activate