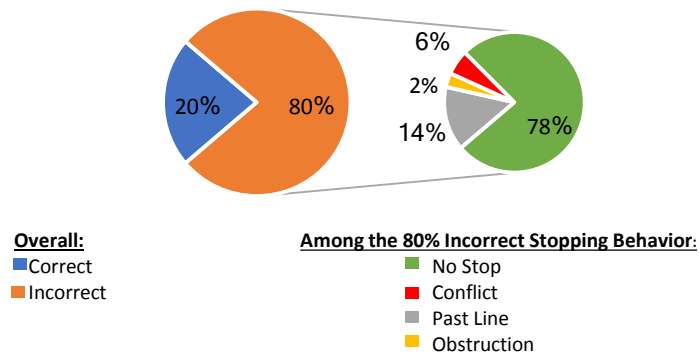


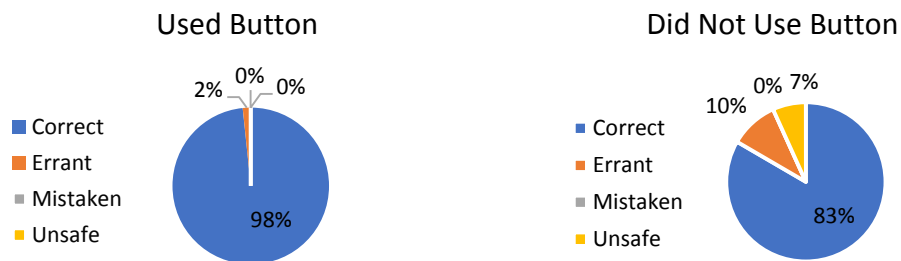
The Lafitte Greenway Crossing Study

The aim of the Lafitte Greenway Crossing study was to analyze specific movement patterns of people walking and biking along the Lafitte Greenway as they crossed major intersections, as well as the reactions of motor vehicles to those people. The data was collected by 29 Tulane public health graduate students on the morning of Friday, March 24th, 2017 between 9 AM-12 PM at the intersections of the Greenway with Carrollton Avenue, the Roundabout at Jefferson Davis Parkway, Broad Street, Galvez Street, Claiborne Avenue, and Basin Street. The following results will be used to assess the use and sufficiency of the provided safety features necessary to enhance use.

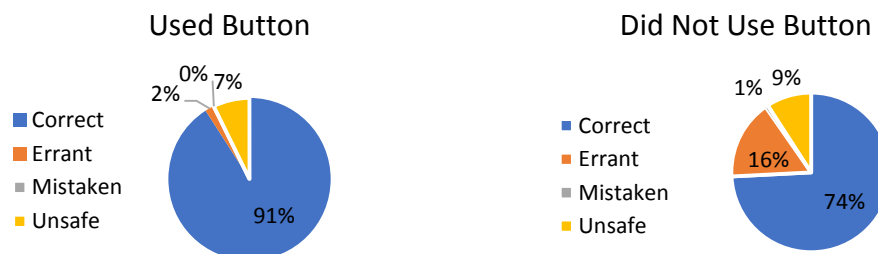
Summary of Motor Vehicle Behavior Overall



Summary of Cyclist Crossing Behavior



Summary of Pedestrian Crossing Behavior



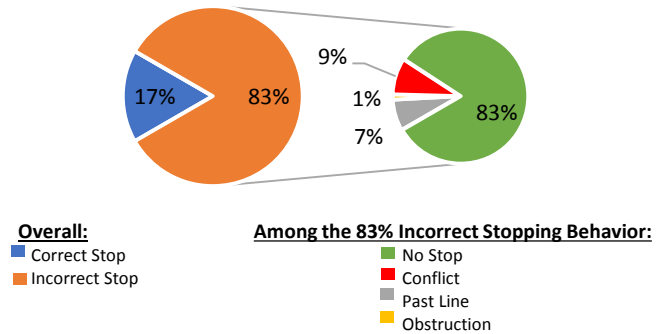
Crossing signal usage and crossing behaviors of pedestrians and cyclists were observed at intersections along the Lafitte Greenway. Motor vehicles and their stopping behaviors were observed at the time pedestrians and cyclists approached the path intersections. Generally, the majority of pedestrians (77%) and cyclists (89%) did not use the signal activation button. The majority of vehicles (80%) did not stop correctly for individuals at the crossing. This includes stopping past the white line, obstructing the crossing, creating a conflict and simply not stopping at all. Further exploration of the intersections follows.

Carrollton Avenue Crossing for Greenway Users and Motor Vehicles

	USED BUTTON*	DID NOT USE BUTTON*
CORRECT	21.9%	58.9%
ERRANT	0%	17.1%
MISTAKEN	0%	0%
UNSAFE	0%	2.1%

*Pedestrians and Cyclists combined

Motor Vehicle Behavior

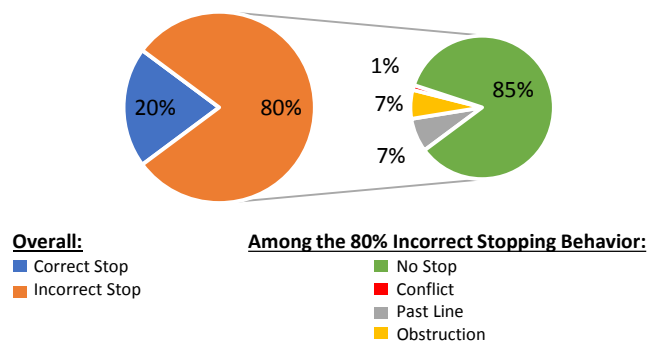


Broad Street Crossing for Greenway Users and Motor Vehicles

	USED BUTTON*	DID NOT USE BUTTON*
CORRECT	23.4%	61.9%
ERRANT	1.0%	6.6%
MISTAKEN	0%	0.5%
UNSAFE	2.0%	4.6%

*Pedestrians and Cyclists combined

Motor Vehicle Behavior

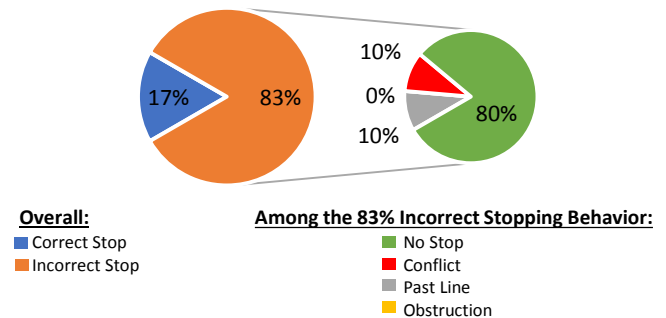


Claiborne Avenue Crossing for Greenway Users and Motor Vehicles

	USED BUTTON*	DID NOT USE BUTTON*
CORRECT	15.0%	58.2%
ERRANT	0%	8.5%
MISTAKEN	0%	0%
UNSAFE	0%	18.3%

*Pedestrians and Cyclists combined

Motor Vehicle Behavior



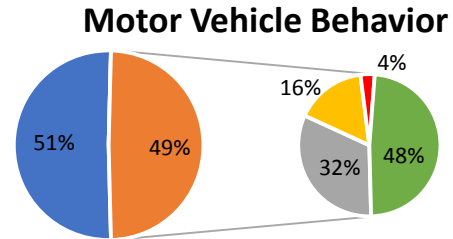
- Correct Stop: A motor vehicle that stops correctly behind the designated white line, without evasive action
- Incorrect Stop: A motor vehicle that stops past the designated white line
 - Past Line: A motor vehicle that stops past the designated white line, but is not obstructing the zebra stripes
 - Obstruction: A motor vehicle that stops in the zebra stripes, obstructing the path of pedestrians or cyclists
 - Conflict: A motor vehicle that hits a pedestrian or cyclist, speeds up, stops short, swerves, or performs evasive action
 - No Stop: A motor vehicle that does not stop for pedestrians or cyclists

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Basin Street Crossing for Greenway Users and Motor Vehicles

	PEDESTRIANS WITH TRAFFIC LIGHT	PEDESTRIANS AGAINST TRAFFIC LIGHT
CORRECT	69.0%	11.8%
ERRANT	12.4%	4.3%
MISTAKEN	0.2%	0.6%
UNSAFE	0%	1.7%

	CYCLISTS WITH TRAFFIC LIGHT	CYCLISTS AGAINST TRAFFIC LIGHT
CORRECT	64.2%	11.9%
ERRANT	4.5%	0%
MISTAKEN	0%	0%
UNSAFE	0%	1.5%
INCORRECT DIRECTION	6.0%	11.9%



Overall:

■ Correct Stop
■ Incorrect Stop

Among the 49% Incorrect Stopping Behavior:

■ No Stop
■ Conflict
■ Past Line
■ Obstruction

Basin Street (at the St. Louis street intersection) is unique because it is the end of the Lafitte Greenway, where cyclists and pedestrians merge with street traffic. There are no crossing signals or buttons here. However, pedestrians and cyclists are legally required to abide by the traffic lights.

- Correct Crossing: A cyclist or pedestrian who rides completely through the zebra stripes of an intersection without errant behavior
- Errant Crossing: A cyclist or pedestrian who initiates at one corner, then rides or walks diagonally across the street
- Mistaken Crossing: A cyclist or pedestrian who attempts to cross, but then stops and proceeds back to their original position
- Unsafe Crossing: A cyclist or pedestrian who stops in the middle of a traffic lane and/or starts crossing before traffic has stopped
- Incorrect Direction: A cyclist who drives through an intersection marked "Do Not Enter"

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