

University of Louisiana at Lafayette Pedestrian and Bicycle Study

Fall 2024



Office of Sustainability and
Community Engagement



Introduction

2024 Pedestrian and Bicycle Study

The Office of Sustainability and Community Engagement conducted the first **Pedestrian and Bicycle Study** in Spring 2022. This initial study focused on measuring the volume and direction of pedestrian traffic at Johnston Street intersections to evaluate current conditions and identify potential solutions to improve safety and quality of life for pedestrians, cyclists, and drivers at critical pedestrian corridors.

The second Pedestrian and Bicycle Study took place in Fall 2024, after the Health Sciences Campus opened on the north side of Johnston Street. Volunteers, following American Planning Association (APA) standards, used counters to tally every pedestrian crossing their assigned sections during 15-minute intervals along Johnston St. and University Ave.

2024 Study Timeframe

Day 1 of the Study:

Wednesday,
October 30, 2024

Day 2 of the Study:

Thursday,
November 7, 2024



**UL Lafayette
is Silver
Bicycle
Friendly
University!**

Introduction

2024 Pedestrian and Bicycle Study

2024 Study Area:

- Johnston + St. Mary
- Johnston + University
- Hebrard + University
- McKinley + University
- Johnston St. Midblock
- University Ave. Midblock

Data Studied and Collected in the 2024 Study:

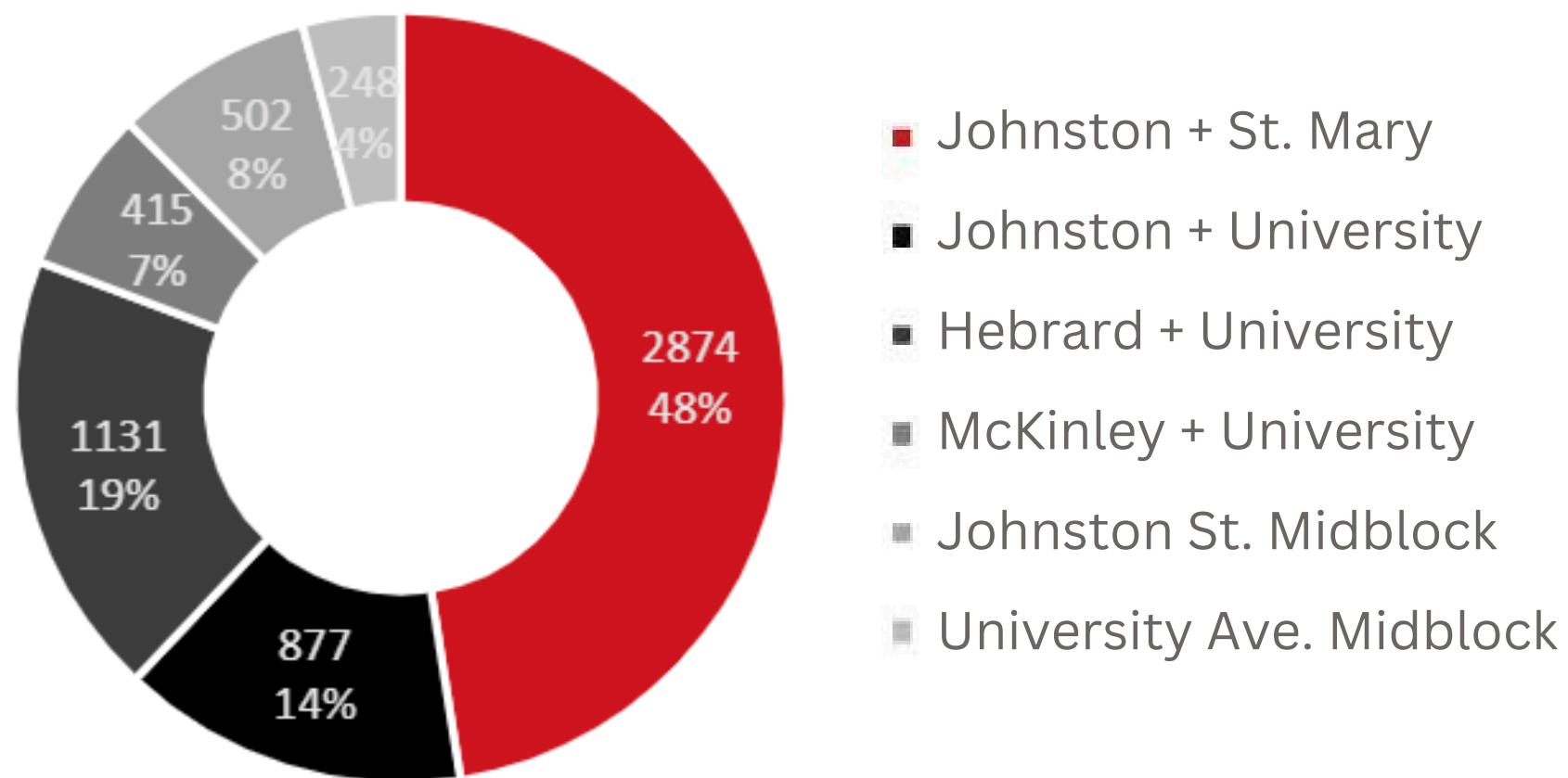
Quantitative and Qualitative Data

- Pedestrian Counts
- Bicycle Counts
- Pedestrian and Bicycle Count Observations
- Motorist Vehicle Behavior Observations
- 2024 Pedestrian and Bicycle Survey
 - Survey Period: Nov 7 - Dec 31

Day 1 : Pedestrian and Bicycle Study

Wednesday, October 30, 2024

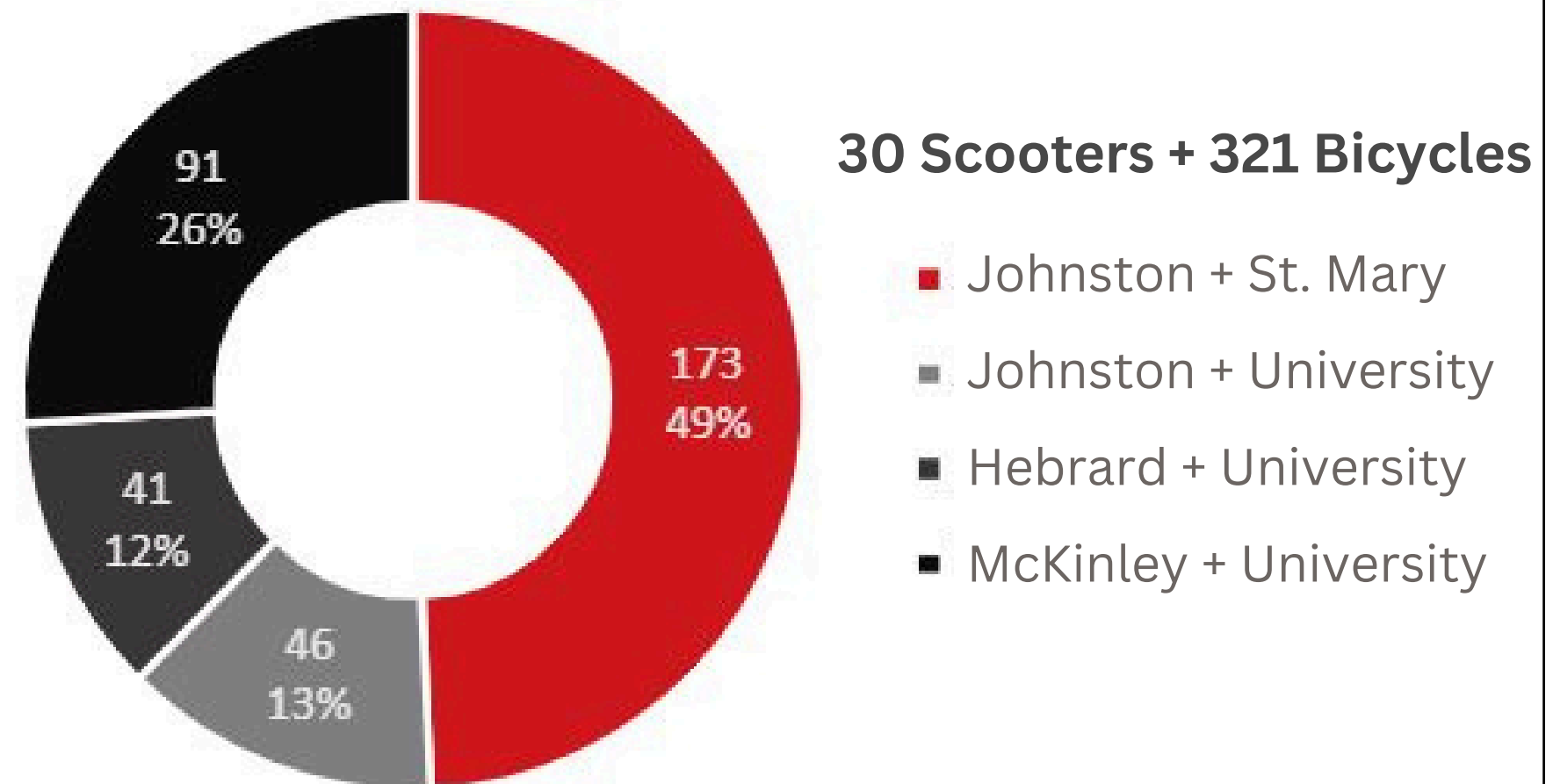
Pedestrian Crossing Count



6047

Pedestrian Crossings
on Wednesday,
October 30, 2024

Bicycle Count



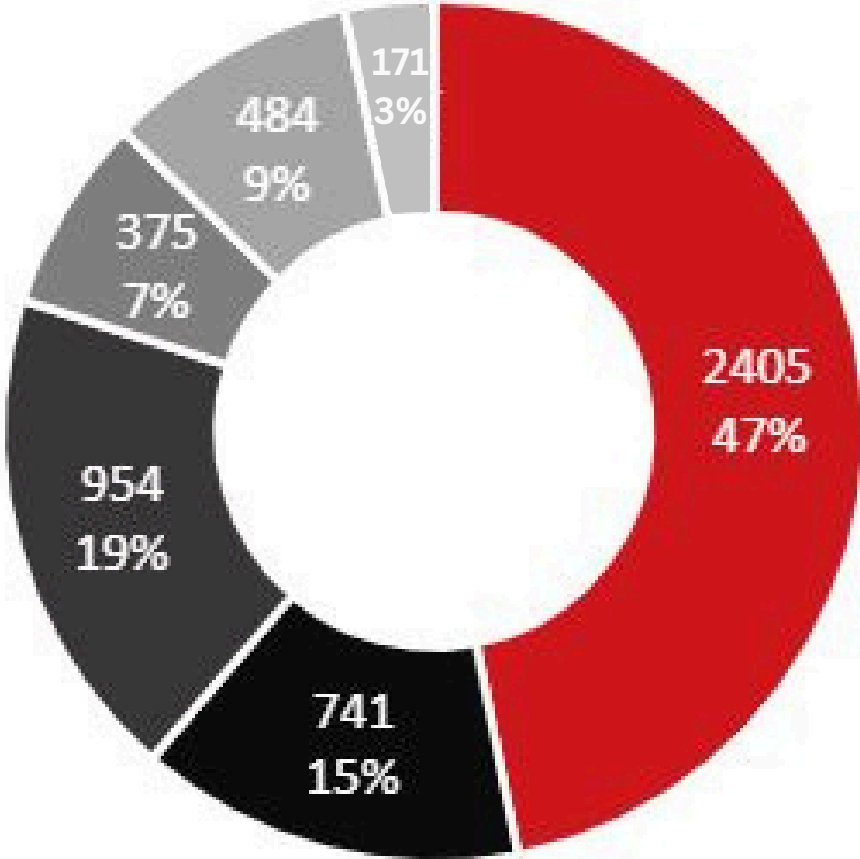
351

Bicycles/ Scooters
on Wednesday,
October 30, 2024

Day 2 : Pedestrian Study

Thursday, November 7, 2024

Pedestrian Crossing Count



- Johnston + St. Mary
- Johnston + University
- Hebrard + University
- McKinley + University
- Johnston St. Midblock
- University Ave. Midblock

5130

**Pedestrian Crossings
on Thursday,
November 7, 2024**



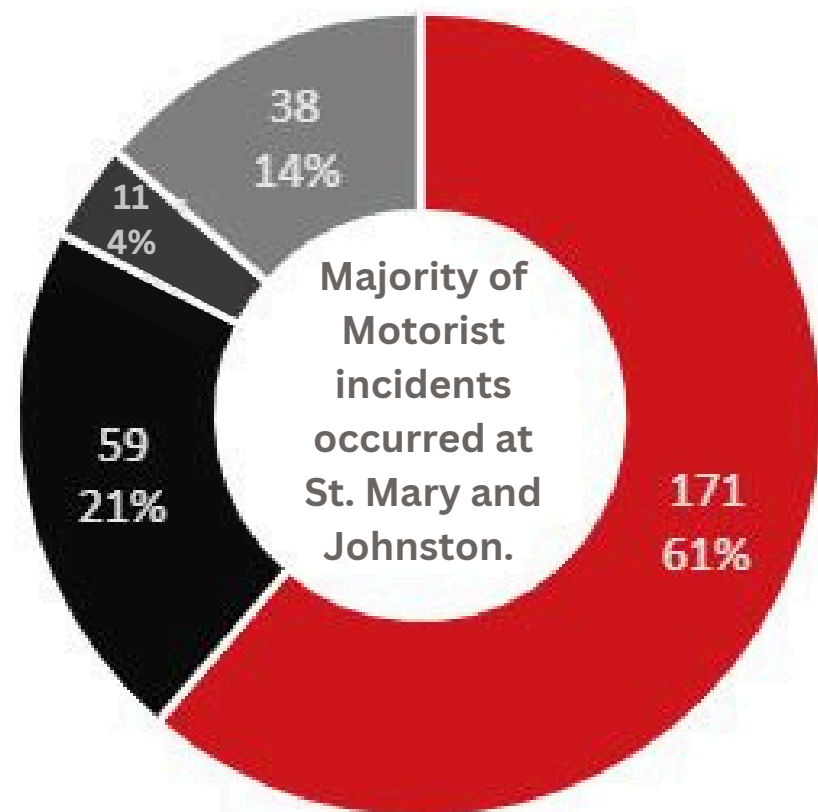
Bike Lafayette Volunteer, Matt Mick, counting pedestrians during the 2024 Pedestrian and Bicycle Study at St. Mary + Johnston.

Day 2 : Motorist Study

Thursday, November 7, 2024

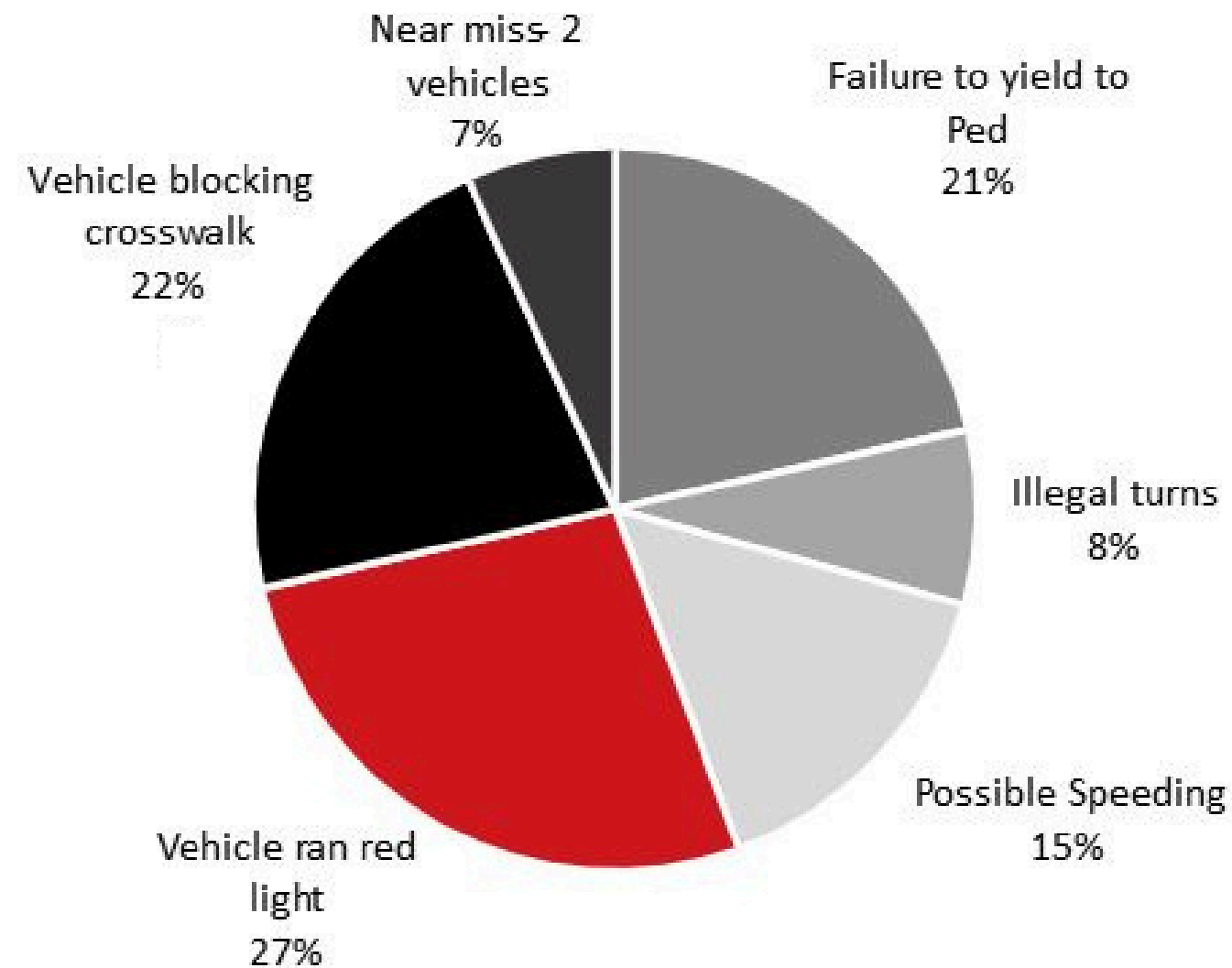
Motorist Behavior

Quantity of Incidents at Each Intersection



■ Johnston + St. Mary ■ Hebrard + University
■ Johnston + University ■ Mckinley + University

Types of Incidents at all Study Intersections

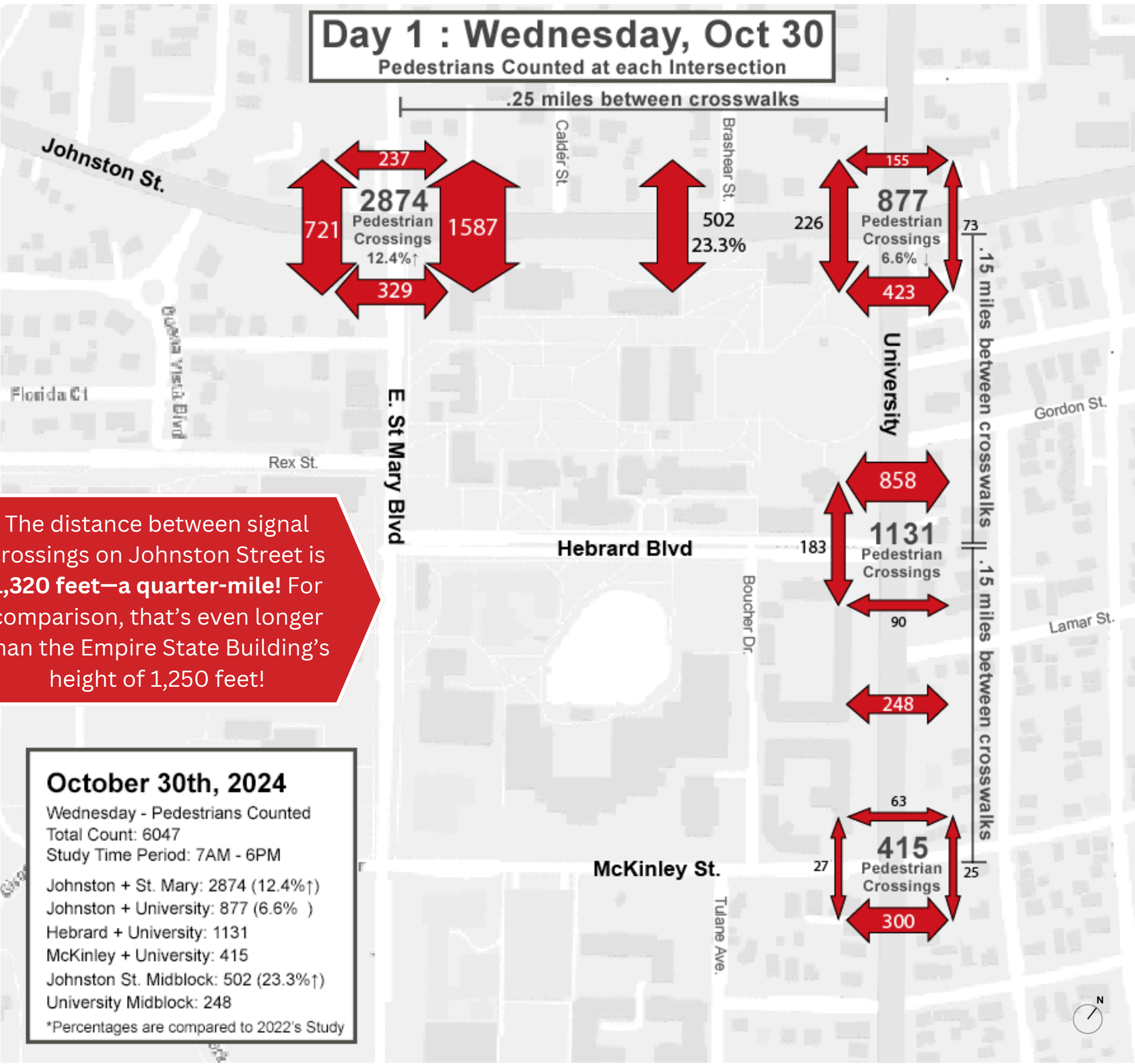


279

Motorist incidents on Thursday, November 7, 2024

Day 1 : Wednesday, Oct 30

Pedestrians Counted at each Intersection



The distance between signal crossings on Johnston Street is **1,320 feet—a quarter-mile!** For comparison, that's even longer than the Empire State Building's height of 1,250 feet!

October 30th, 2024
 Wednesday - Pedestrians Counted
 Total Count: 6047
 Study Time Period: 7AM - 6PM
 Johnston + St. Mary: 2874 (12.4%↑)
 Johnston + University: 877 (6.6%)
 Hebrard + University: 1131
 McKinley + University: 415
 Johnston St. Midblock: 502 (23.3%↑)
 University Midblock: 248
 *Percentages are compared to 2022's Study

Pedestrian Count Percentage Variations Between the 2022 and 2024 Studies

Thursday: 2024 vs 2024

Same scheduled class times

	Thursday 2022	Thursday 2024	Percentage Change
Johnston + St Mary	2254	2405	+6.7% ↑
Johnston + University	711	741	+4.2% ↑
Johnston Midblock	445	484	+8.8% ↑

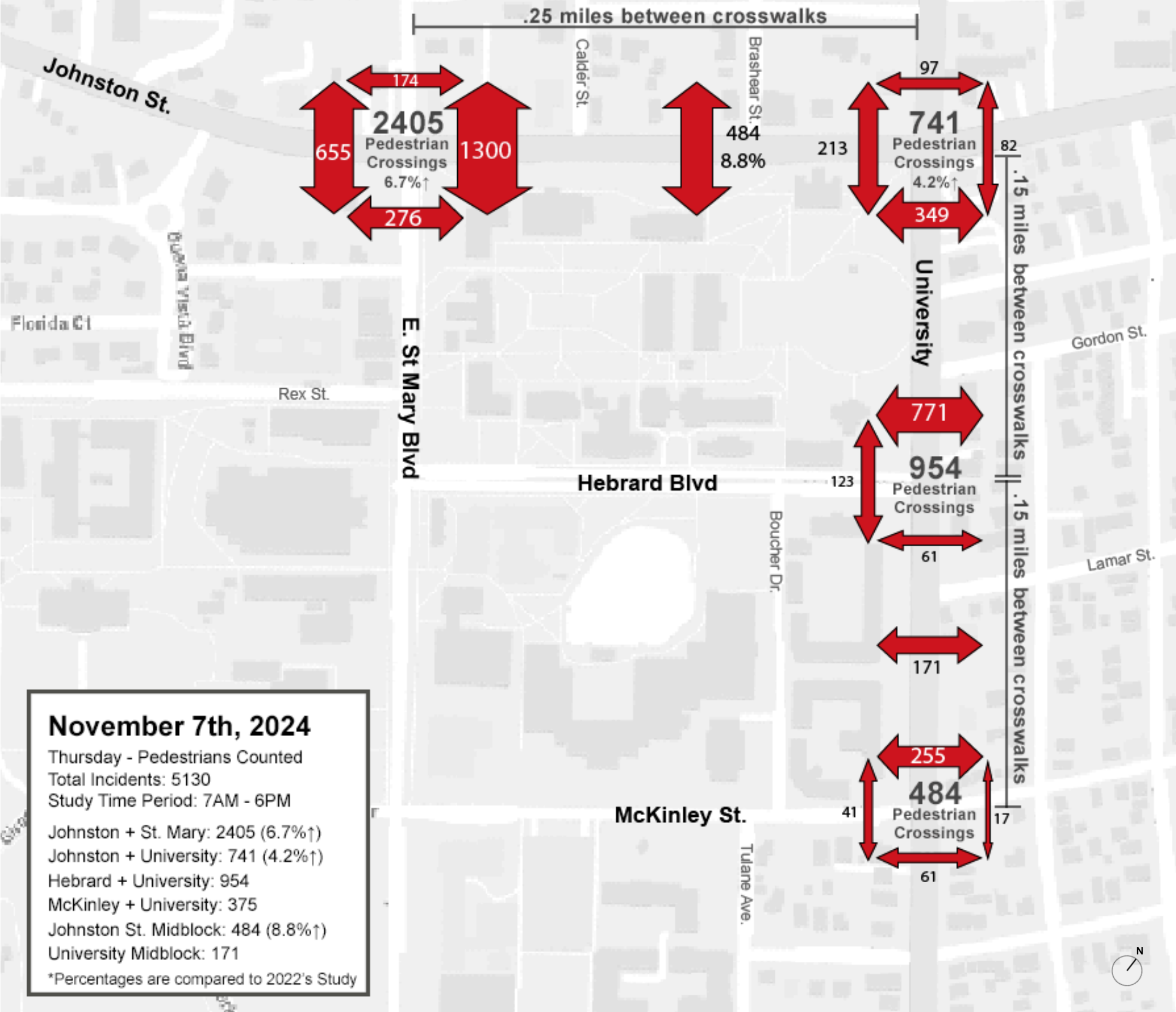
Monday/Wednesday : 2024 vs 2024

Same scheduled class times

	Monday 2022	Wednesday 2024	Percentage Change
Johnston + St Mary	2557	2874	+12.4% ↑
Johnston + University	939	877	-6.6% ↓
Johnston Midblock	407	502	+23.3% ↑

Day 2 : Thursday, Nov 7

Pedestrians Counted at each Intersection



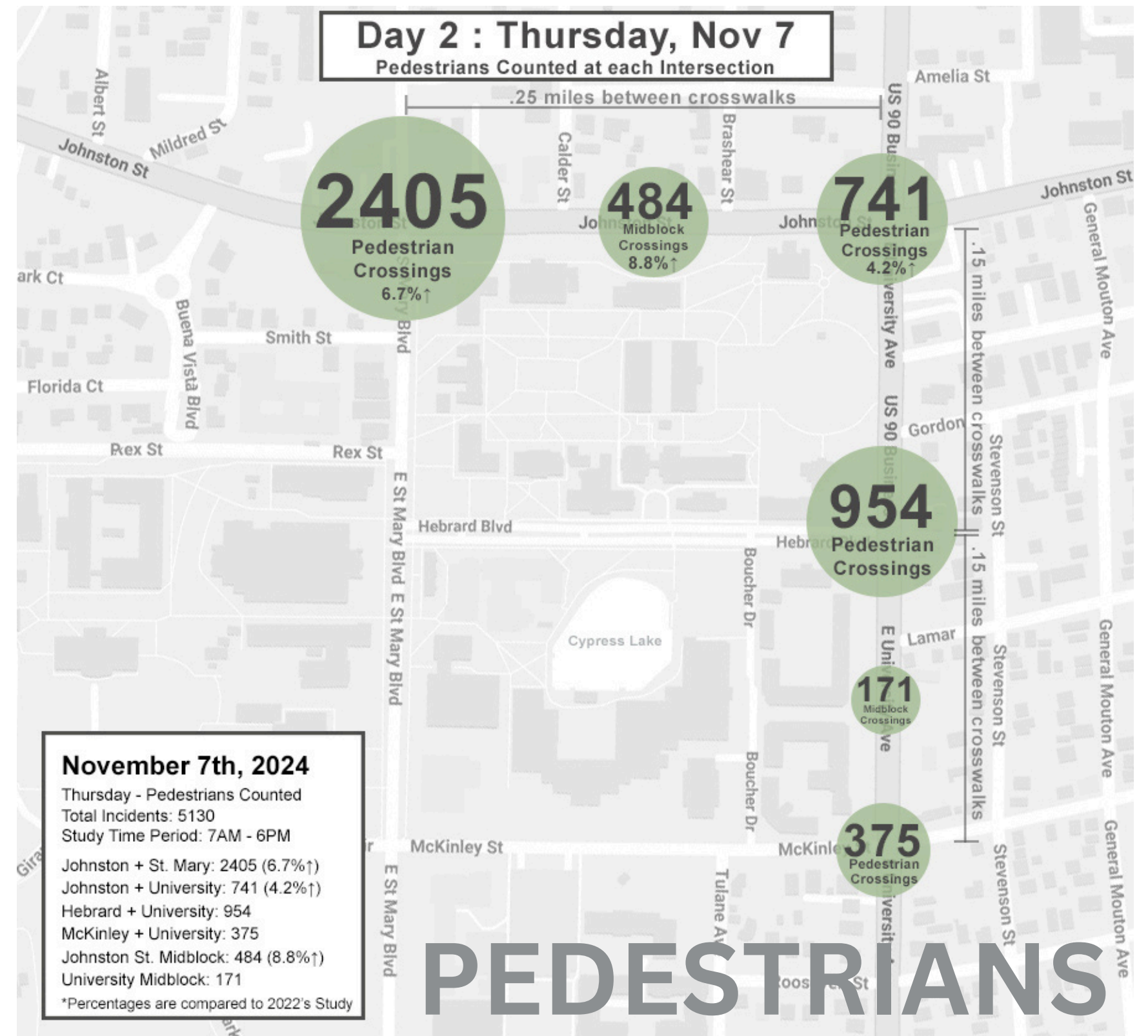
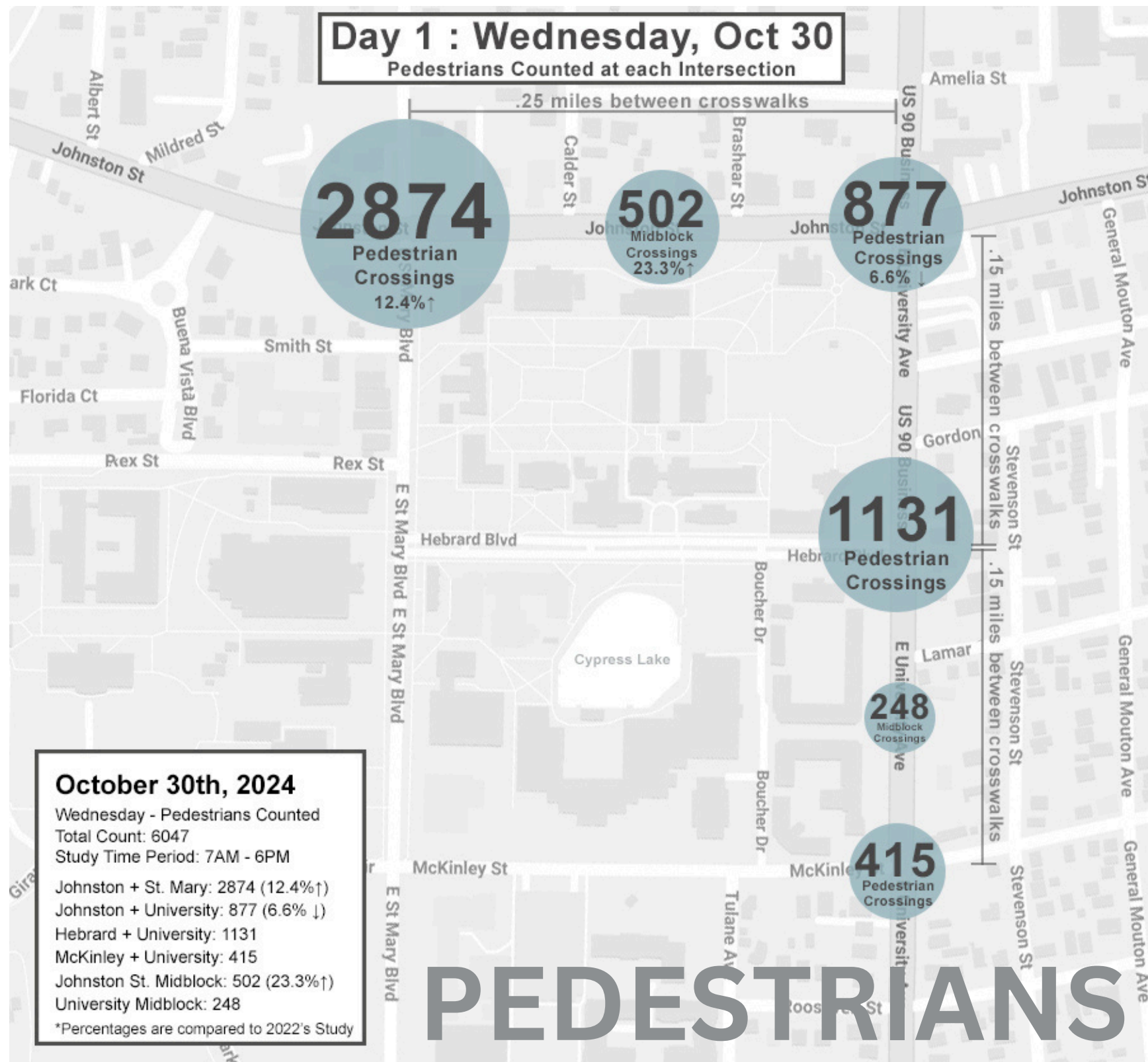
November 7th, 2024
 Thursday - Pedestrians Counted
 Total Incidents: 5130
 Study Time Period: 7AM - 6PM
 Johnston + St. Mary: 2405 (6.7%↑)
 Johnston + University: 741 (4.2%↑)
 Hebrard + University: 954
 McKinley + University: 375
 Johnston St. Midblock: 484 (8.8%↑)
 University Midblock: 171
 *Percentages are compared to 2022's Study

Common Observations noted in the Study:

- Cars turning into pedestrians during the pedestrian signal
- Near misses between pedestrians and vehicles during right and illegal turns
- Illegal left turns from St. Mary to Johnston St both north and south bound
- Pedestrians queuing area full during peak times
- Pedestrian running out of time to cross with current signal timing
- Cars blocking pedestrian crosswalk
- Vehicles running red lights
- Vehicles speeding
- Pedestrians had to step back from buses and vehicles turning on curbs

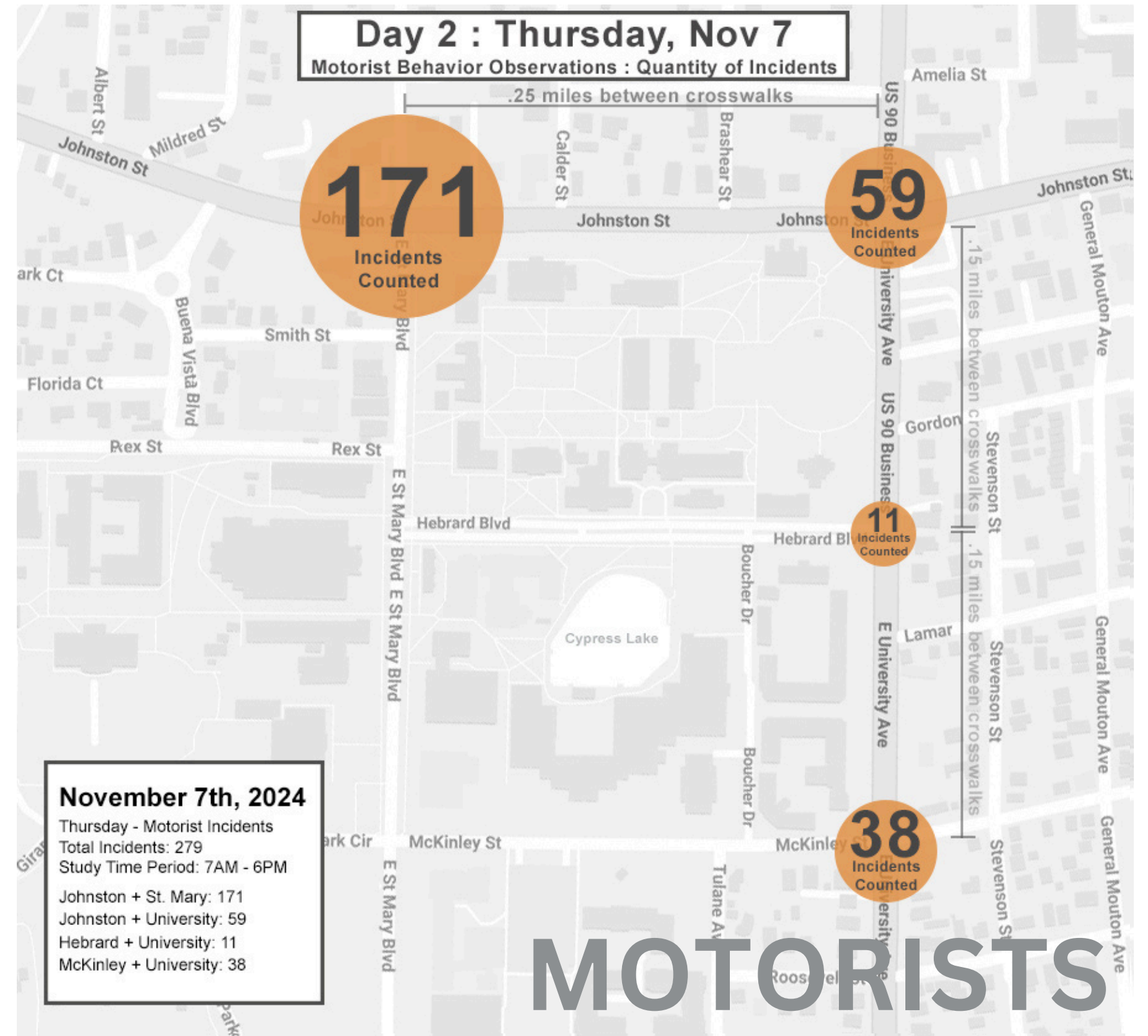
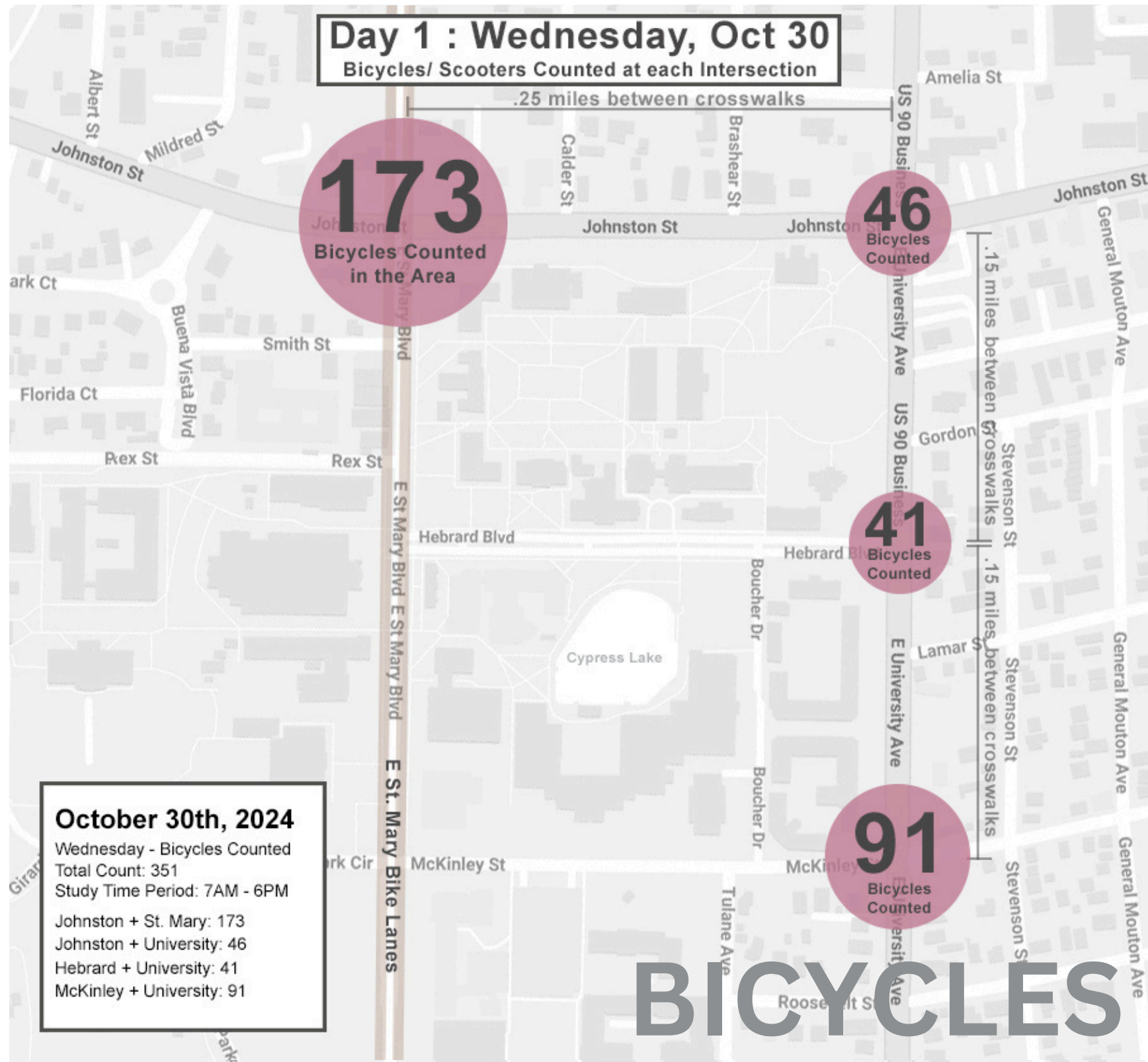
Pedestrian Study

Density Maps



Bicycle and Motorist Study

Density Maps



Pedestrian and Bicycle Study

Peak Time Graphics : Day 1 - Wednesday, Oct. 30th

PEAK TIME FINDINGS FOR
WEDNESDAY, OCT 30TH
CORRESPONDS WITH
SCHEDULED CLASS TIMES.

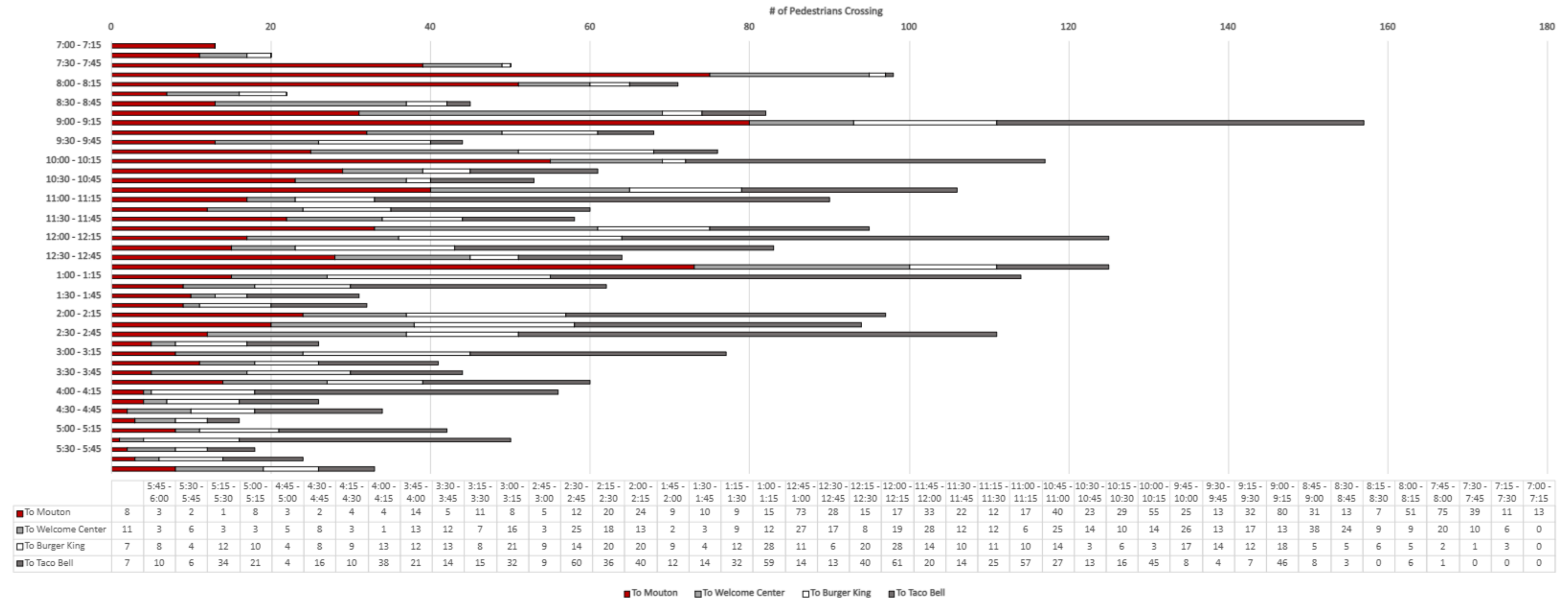
THE MOST CROSSINGS
OCCURED WITHIN THE
LUNCH PERIOD BETWEEN
11:45AM - 12:30PM

Monday / Wednesday / Friday Class Schedules:	Peak Times from the Pedestrian Count Directly correlates with MWF Class Schedules
	7:45 - 8:00
	8:45 - 9:00
	9:00 - 9:15
	9:45 - 10:00
	10:00 - 10:15
	10:45 - 11:00
	11:00 - 11:15
	11:45 - 12:00
	12:00 - 12:15
	12:15 - 12:30
	12:45 - 1:00
	1:00 - 1:15
	2:00 - 2:15
	2:30 - 2:45
	3:00 - 3:15
	5:00 - 5:15

Pedestrian and Bicycle Study

Peak Time Graphics : Day 1 - Wednesday, Oct. 30th

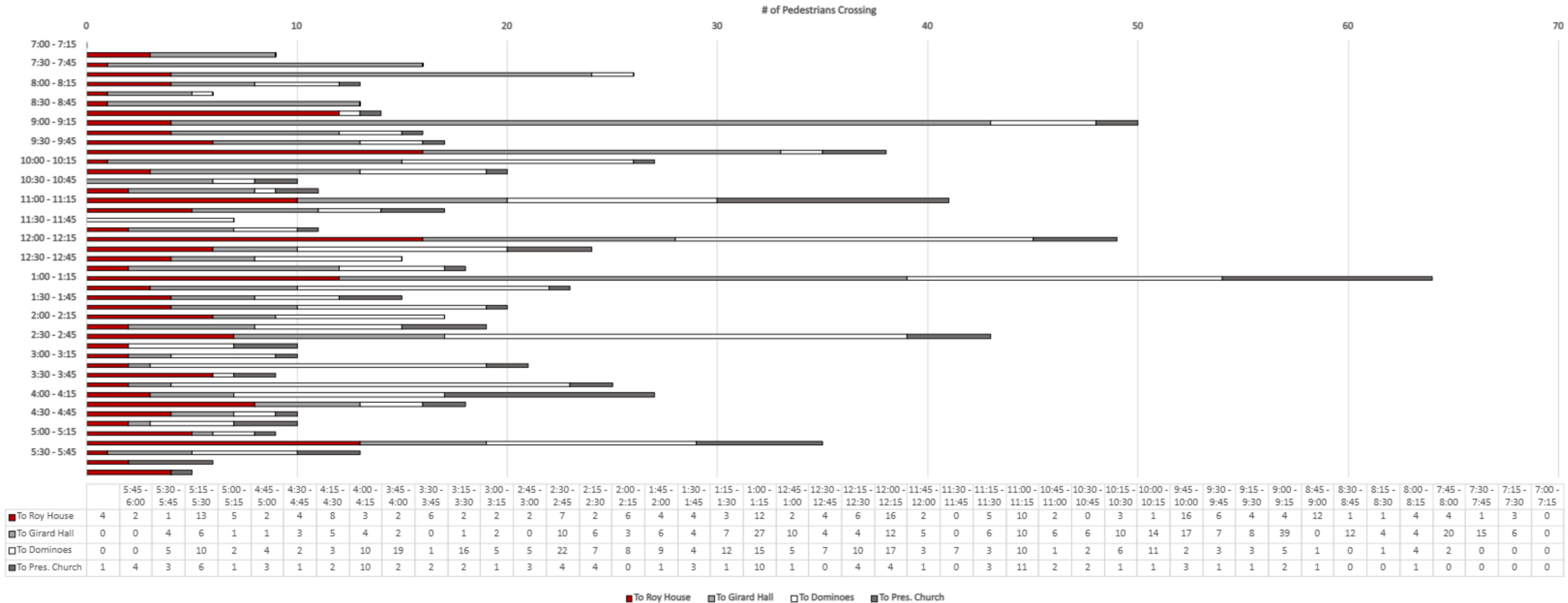
JOHNSTON + ST. MARY



Pedestrian and Bicycle Study

Peak Time Graphics : Day 1 - Wednesday, Oct. 30th

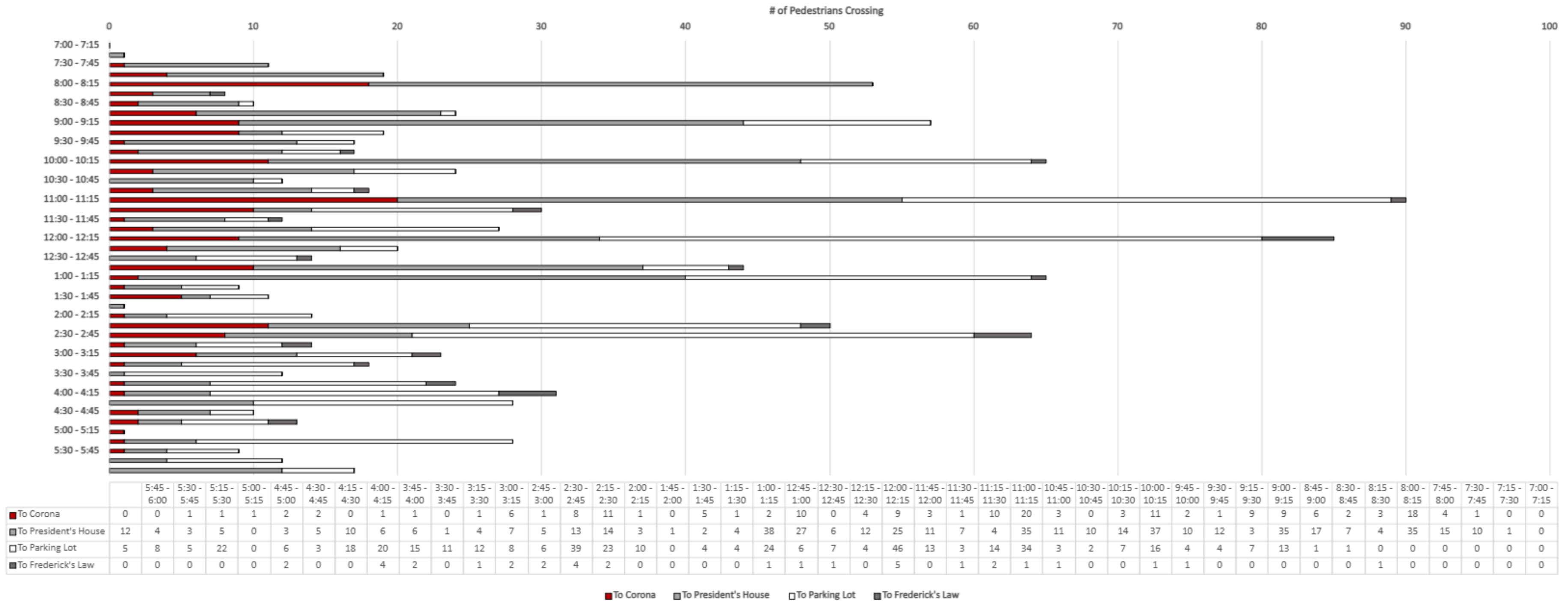
JOHNSTON + UNIVERSITY



Pedestrian and Bicycle Study

Peak Time Graphics : Day 1 - Wednesday, Oct. 30th

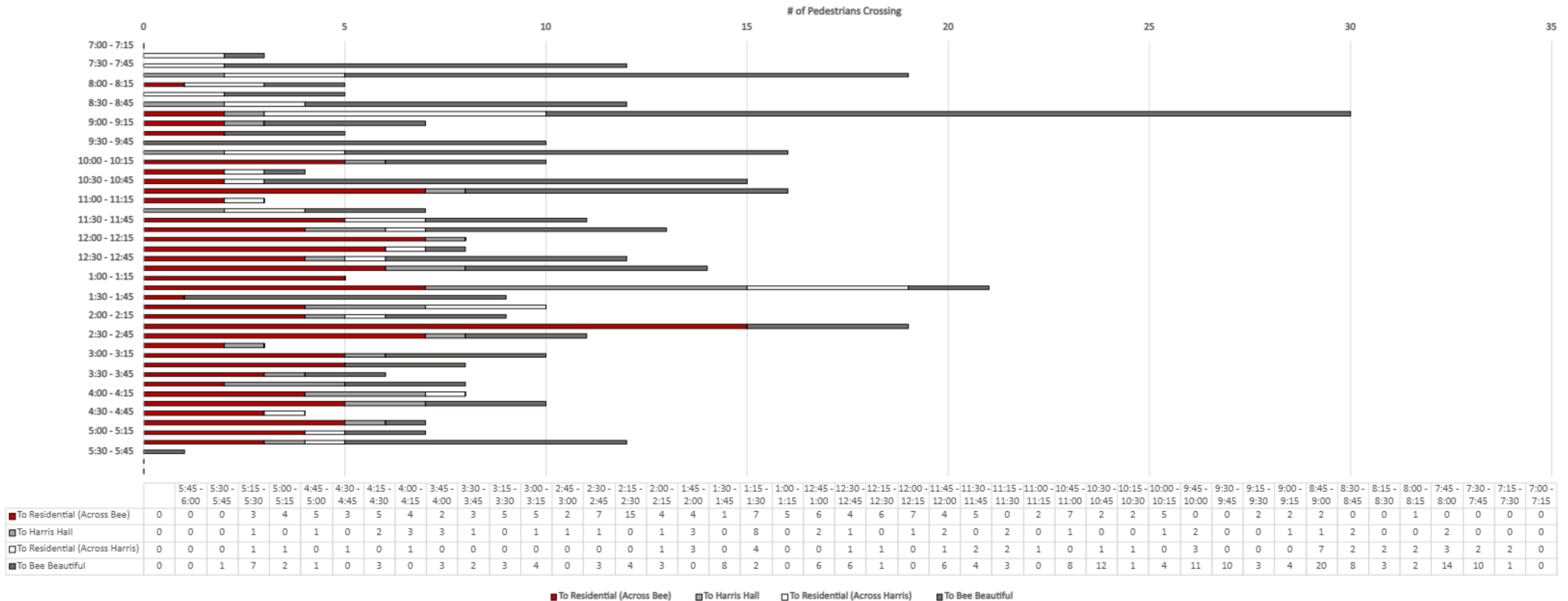
UNIVERSITY + HEBRARD



Pedestrian and Bicycle Study

Peak Time Graphics : Day 1 - Wednesday, Oct. 30th

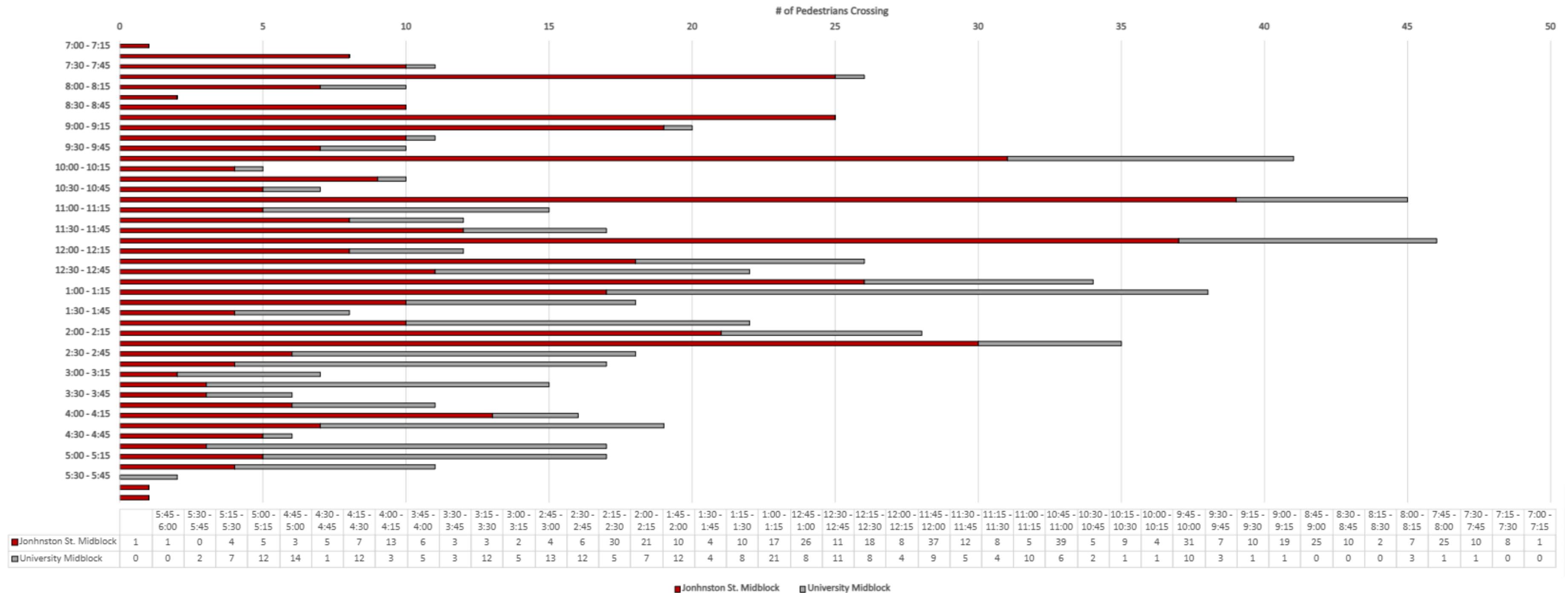
UNIVERSITY + MCKINLEY



Pedestrian and Bicycle Study

Peak Time Graphics : Day 1 - Wednesday, Oct. 30th

JOHNSTON AND UNIVERSITY MIDBLOCKS



Pedestrian and Bicycle Study

Peak Time Graphics : Day 2 - Thursday, Nov. 7th

PEAK TIME FINDINGS FOR THURSDAY, NOV 7TH CORRESPONDS WITH SCHEDULED CLASS TIMES.

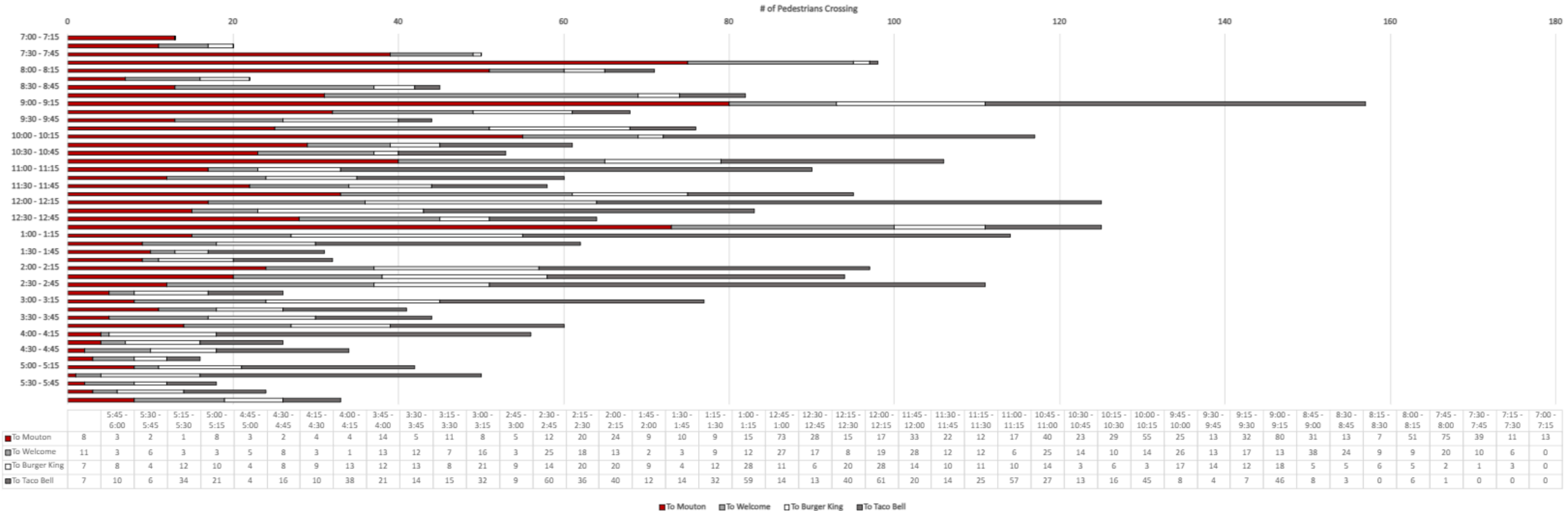
THE MOST CROSSINGS OCCURED WITHIN THE LUNCH PERIOD BETWEEN 11:45AM - 12:30PM

Tuesday / Thursday Class Schedules:	Peak Times from the Pedestrian Count Directly correlates with T/TR Class Schedules
08:00 AM - 09:15AM	7:30 - 7:45
9:30 AM - 10:45AM	7:45 - 8:00
11:00AM - 12:15PM	9:15 - 9:30
12:30PM - 1:45PM	10:30 - 10:45
2:15PM - 3:45PM	10:45 - 11:00
	11:45 - 12:00
	12:00 - 12:15
	12:15 - 12:30
	1:45 - 2:00
	3:00 - 3:15
	3:15 - 3:30

Pedestrian and Bicycle Study

Peak Time Graphics : Day 2 - Thursday, Nov. 7th

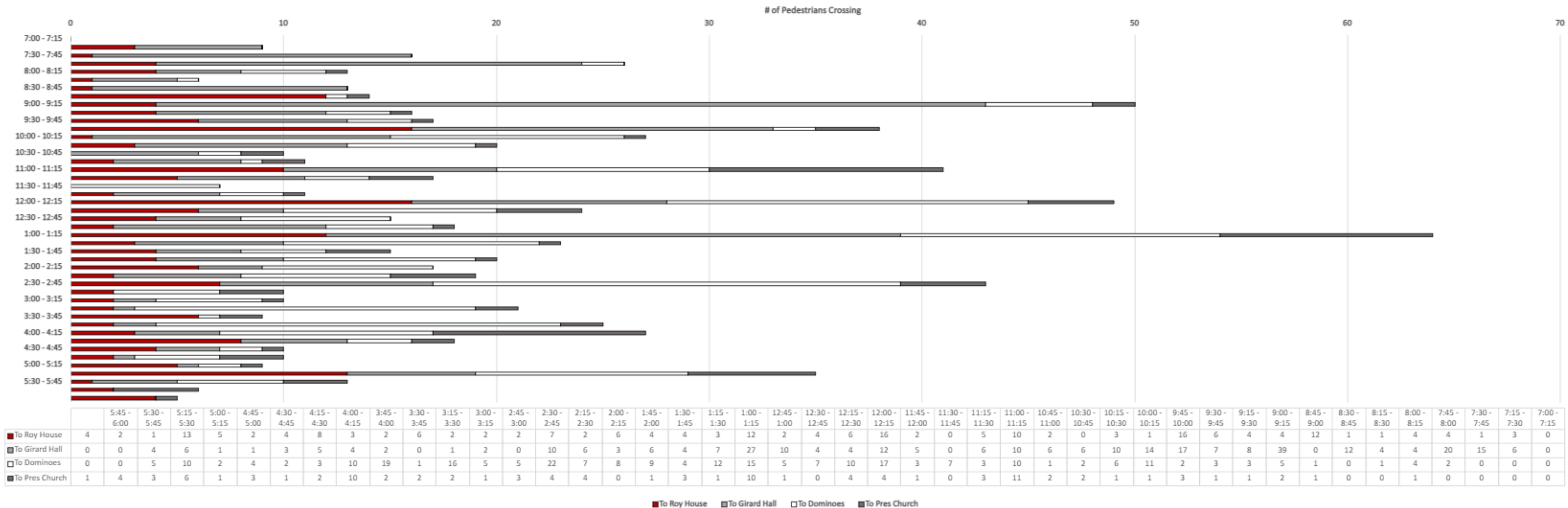
JOHNSTON + ST. MARY



Pedestrian and Bicycle Study

Peak Time Graphics : Day 2 - Thursday, Nov. 7th

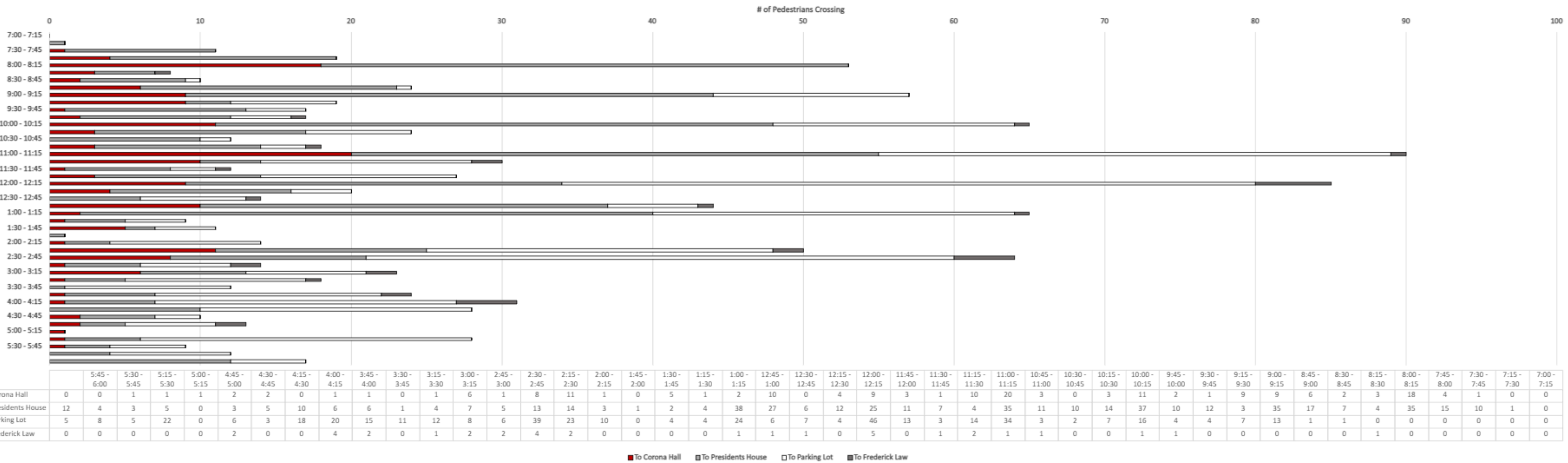
JOHNSTON + UNIVERSITY



Pedestrian and Bicycle Study

Peak Time Graphics : Day 2 - Thursday, Nov. 7th

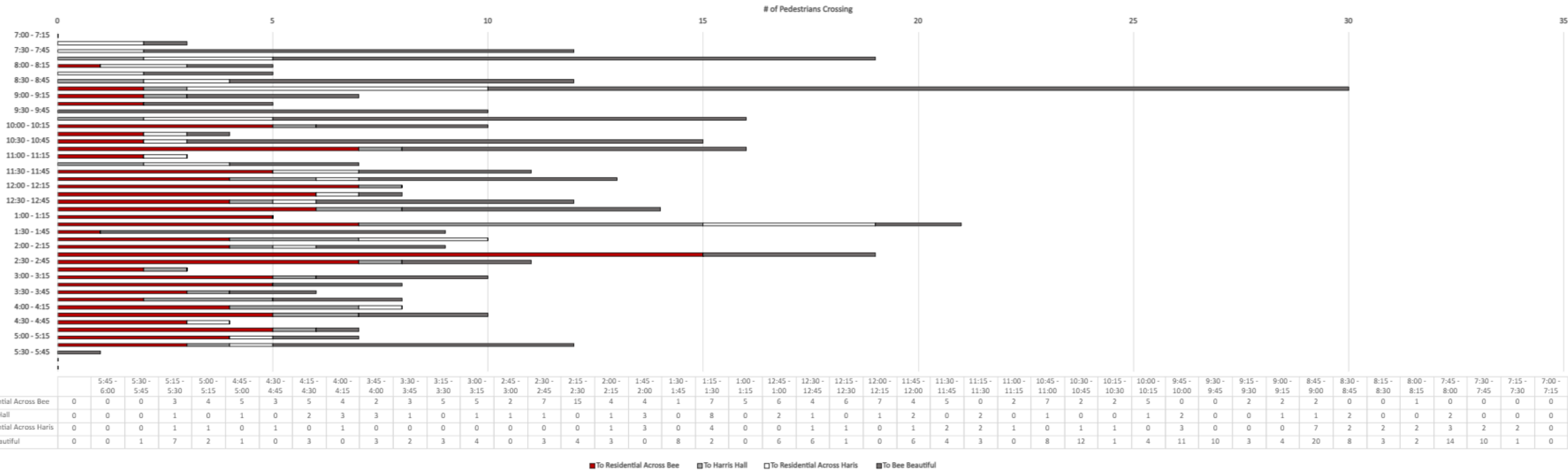
UNIVERSITY + HEBRARD



Pedestrian and Bicycle Study

Peak Time Graphics : Day 2 - Thursday, Nov. 7th

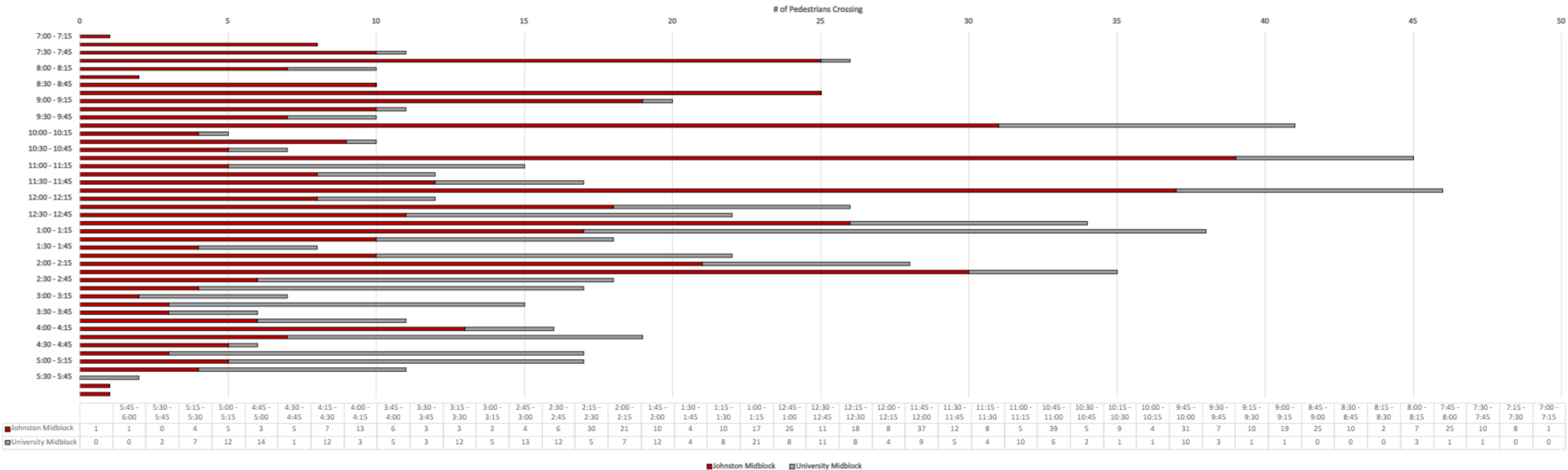
UNIVERSITY + MCKINLEY



Pedestrian and Bicycle Study

Peak Time Graphics : Day 2 - Thursday, Nov. 7th

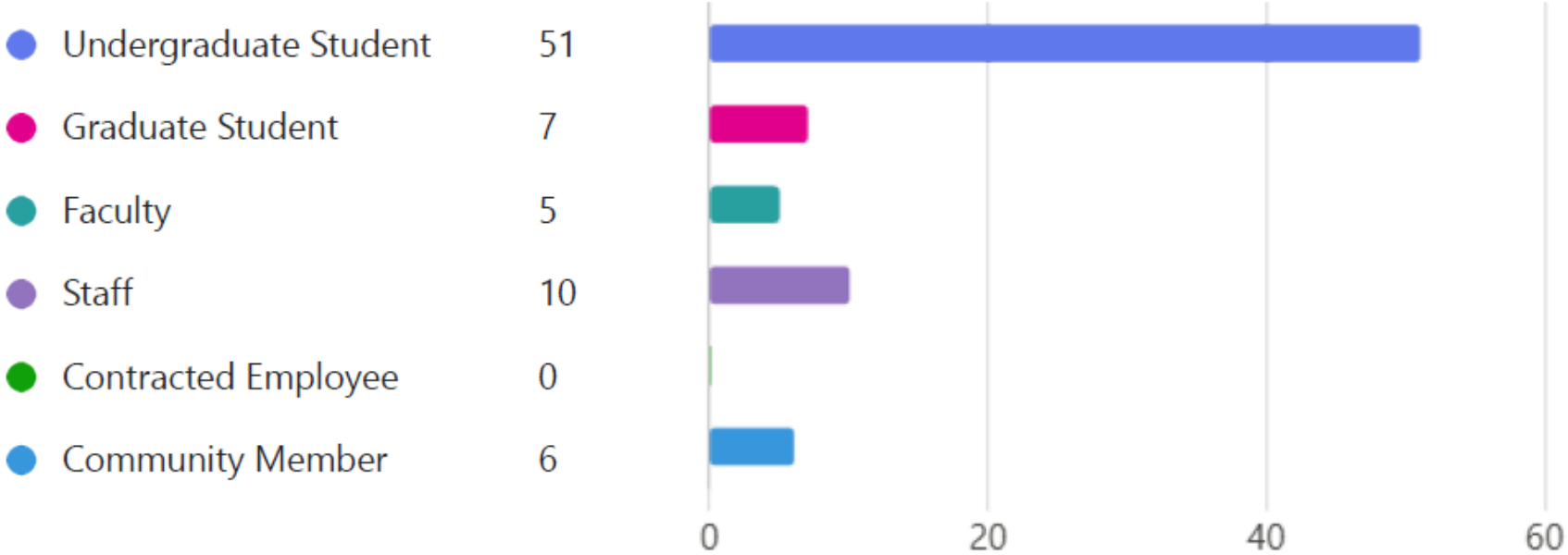
JOHNSTON AND UNIVERSITY MIDBLOCKS



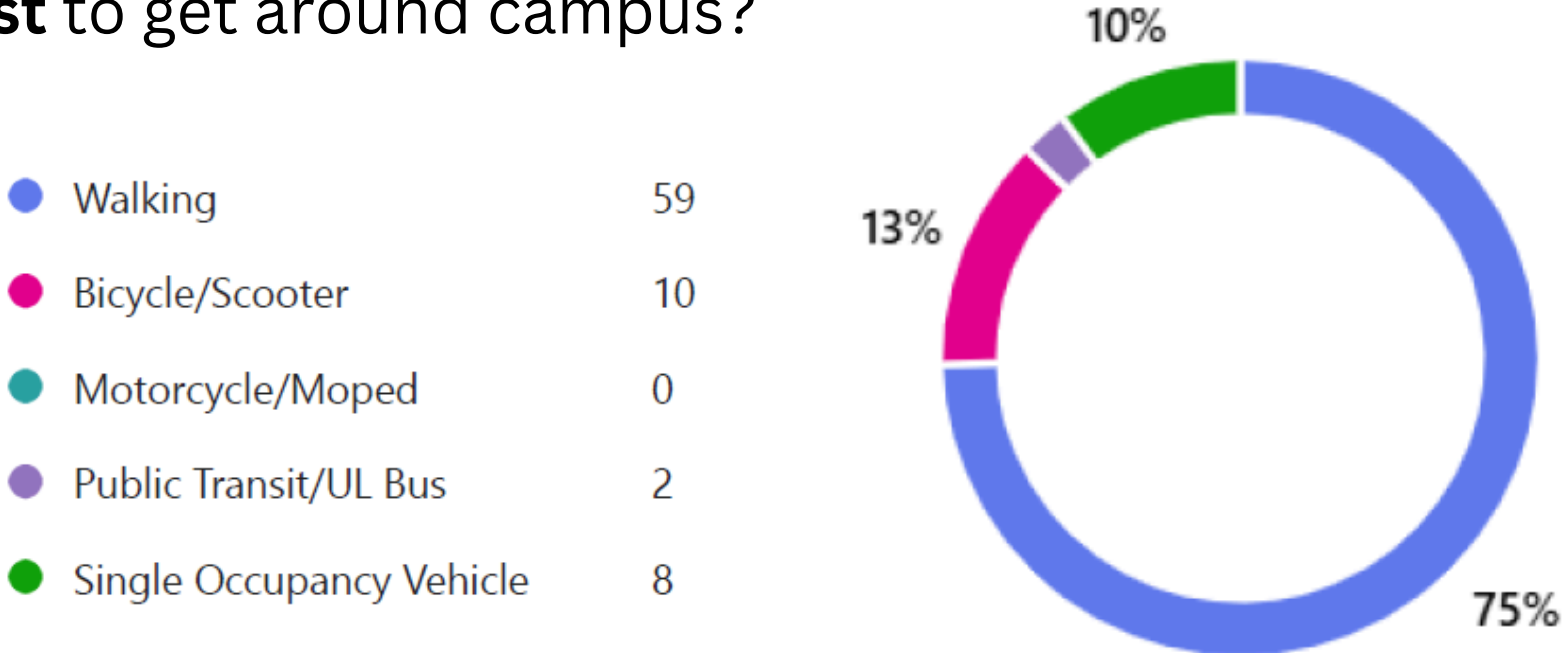
Pedestrian and Bicycle Study

Survey Results - 79 Participants

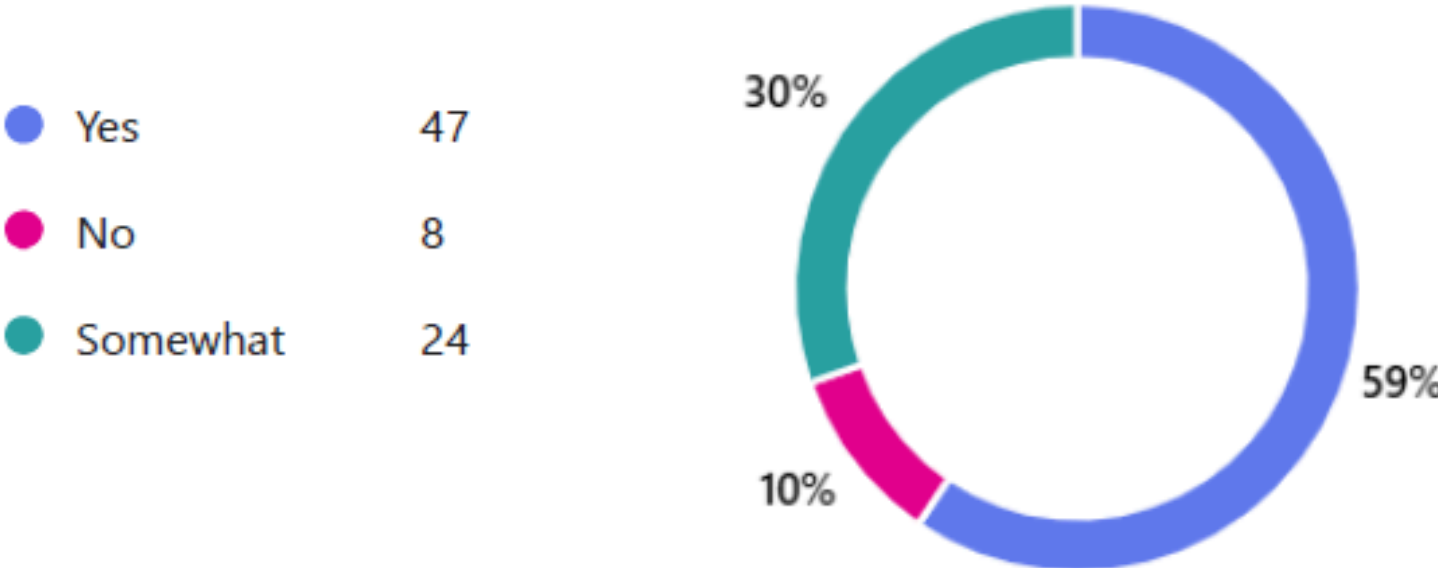
Select the option that best describes you:



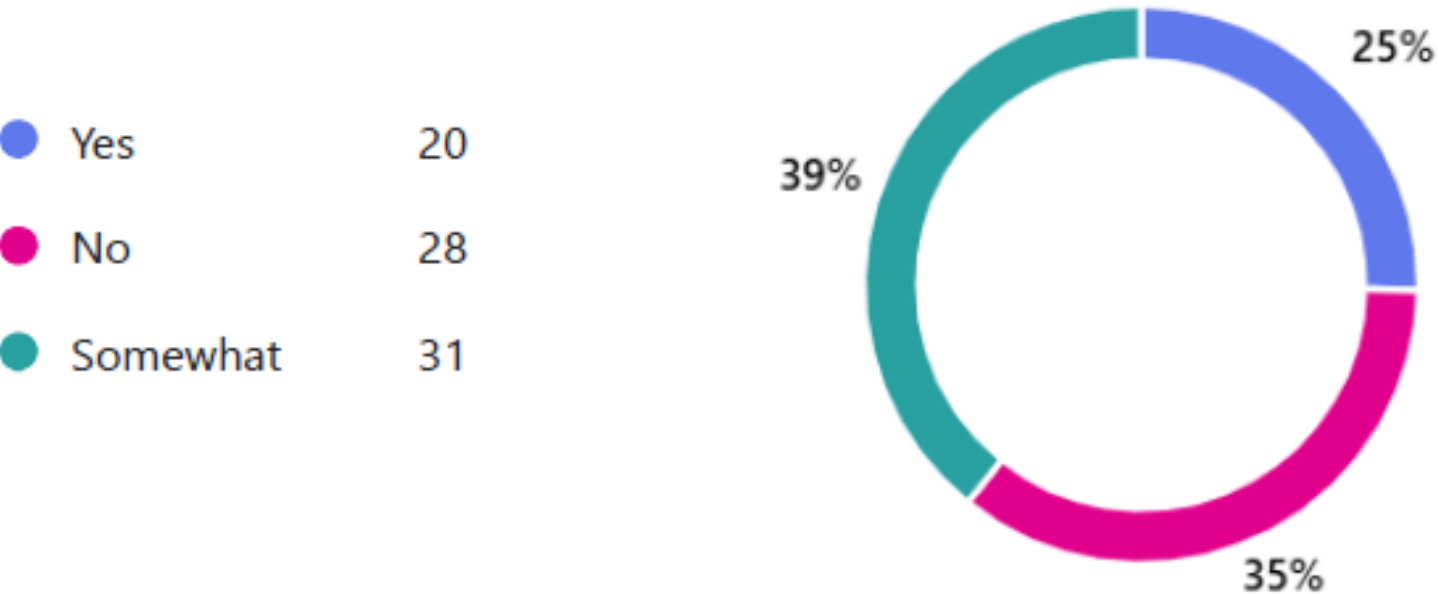
On average, which mode of transportation do you use the **most** to get around campus?



As a pedestrian/cyclist, do you feel safe crossing the intersection of **St. Mary and Rex?** (scrabble crossing)



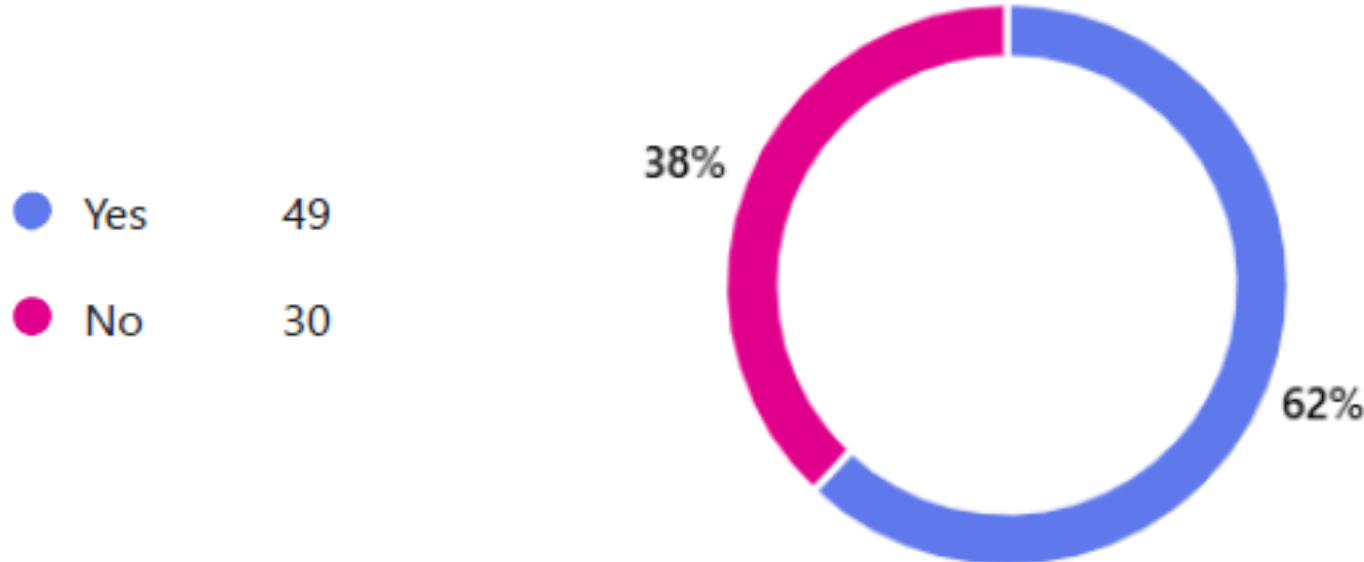
As a pedestrian/cyclist, do you feel safe crossing the intersection of **St. Mary and Johnston St.?**



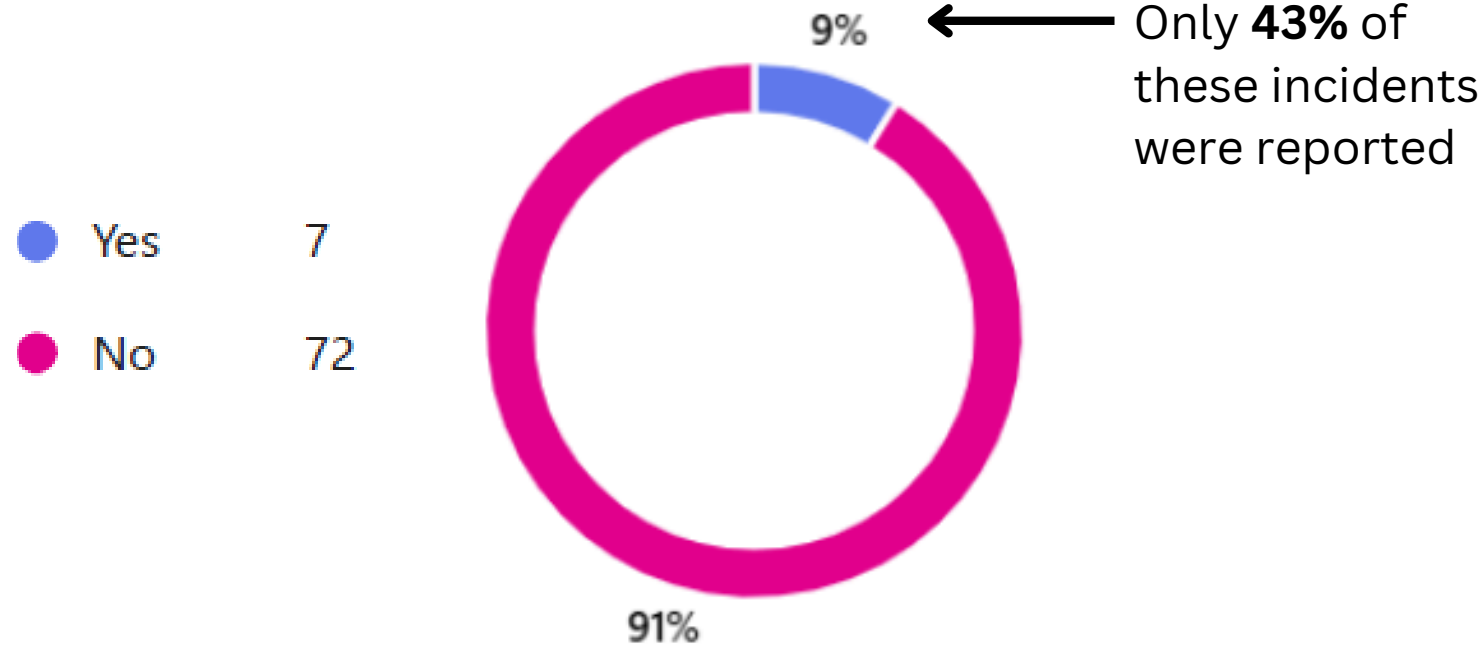
Pedestrian and Bicycle Study

Survey Results - 79 Participants

As a pedestrian or cyclist, have you ever been **almost hit** by a vehicle on Johnston St. or University Ave.?

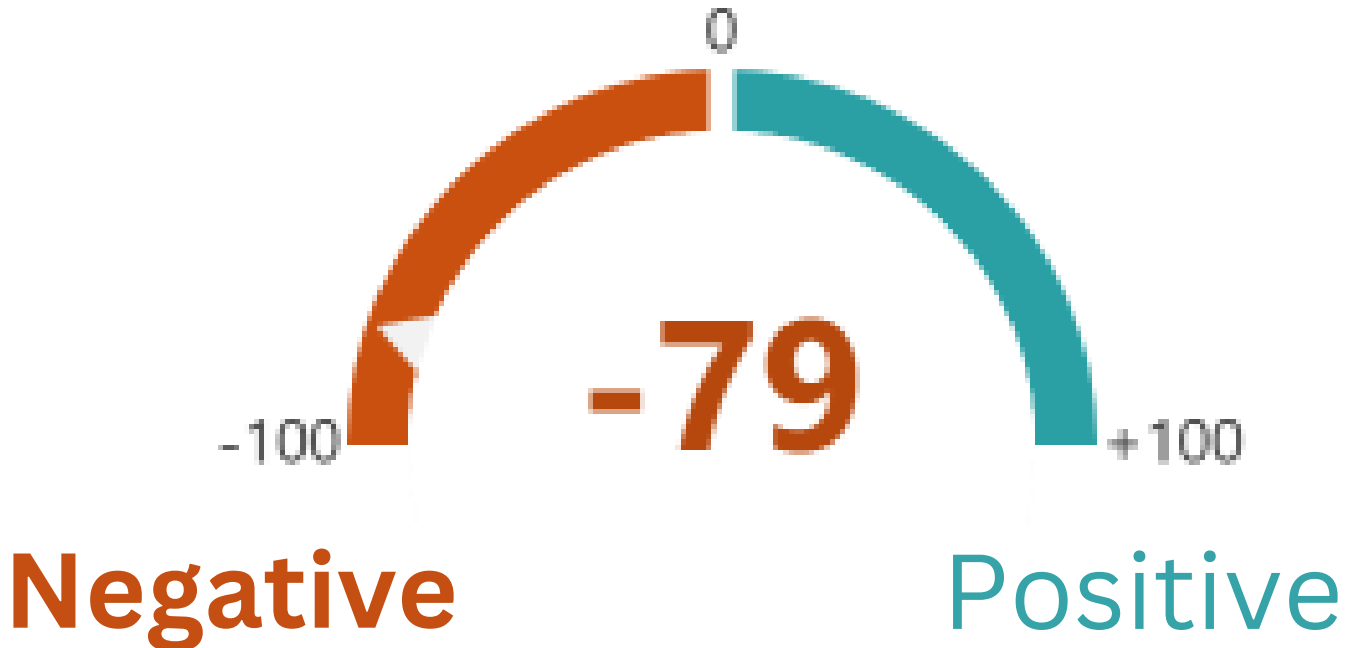


As a pedestrian or cyclist, have you ever been **hit** by a vehicle on Johnston St. or University Ave.?



How would you rank pedestrian and bicycle infrastructure along Johnston St. and University Ave.? (1-10 scale)

Responses :
Positive 4
Neutral 7
Negative 60



Pedestrian and Bicycle Study

Survey Results - 79 Participants

Repeated Comments from the Survey:

- Feels **unsafe, scary, and uncomfortable** crossing / this gets **worse** at night
- Near misses between vehicles and pedestrians - **62%** of participants reported that they have **almost been hit** along Johnston or University.
- Poor accessibility - the sidewalks are in poor condition and broken crossing buttons
- The crossing timers are too short
- Speed limits needs to be reduced
- Poor drainage, floods quickly
- Lack of enforcement for vehicles who drive too fast, don't yield to pedestrians or cyclists, and make illegal turns all day
- The crossing waiting areas are too narrow and close to the curb
- Bicycle infrastructure is not good getting to campus
- Does not feel safe to be a cyclist on Johnston and University
- Intersections are too far apart

Pedestrian and Bicycle Study

Survey Results - 79 Participants

Quotes from the Survey

- **Pedestrian Infrastructure:**

- “Feels like its designed for cars exclusively. Every street feels like a death trap for pedestrians and cyclists.”
- “I'm genuinely fearful for my life everyday.”
- “This town could be so much more walkable than it currently is.”
- “Very nerve wracking crossing an intersections with out worrying if a car turning right will hit me.”
- “Turning vehicles, very rarely yield when pedestrians have the right away.”
- “The St. Mary and Johnston intersection needs to be redesigned for the sake of pedestrians, cyclists, and motorists. This intersection is unsafe for everyone.”
- “improve drainage that would be amazing” • “It quickly floods a LOT, so it’s inaccessible during those times. Even when its not, its cracked and kind of hard to traverse.”
- “It would be wonderful to have one more traffic light on Johnston St., in between the one on the intersection of St. Mary and the one on University.”
- “Some signals have no audio cue, which is hazardous for the visually impaired” • “The side walks are very uneven and have a lot of humps. People that have limited mobility have trouble navigating streets.”
- “Many of the buttons for the pedestrian signals either don’t work or are just not even there.”
- “I wish that there was more pedestrian accessibility at intersections. I avoid crossing at Johnston St.”
- “I’d like more safety features installed, as well as fixing the sidewalks, as well as a beautification initiative for walking paths.”

Pedestrian and Bicycle Study

Survey Results - 79 Participants

Quotes from the Survey

- **Bicycle Infrastructure:**

- “I have thought about using my bike on campus, but I am terrified of biking on the streets around campus.”
- “Bicycle infrastructure is not good. Lights on St. Mary and Johnston work against cyclists. Who ever designed cycling to campus never rode a bike.”
- “I'll just ride my bike on the sidewalk, which feels much safer.”
- “I feel that there should be a bit more of a barrier between the bike lane and car lanes on Johnston. There should be a bike lane in general on N University.”
- “I look forward to substantial changes to the width of multi-use paths around campus and hope for less car congestion through the heart of campus.”
- “I think there should be more accommodations for bicycles around intersections and more bicycle lanes in general.”
- “Bike lanes are not always accessible.”
- “I do not trust people in their cars to avoid me on my bike on campus.”
- “I have been almost hit and have seen others almost get hit on Johnson St. intersections. Crossing and Cycling at the intersections Saint Mary and Johnson St and University /Johnson St also often feels like attempting suicide.”
- “As a cyclist and a pedestrian, crossing the St. Mary and Johnston intersection is scary because cars don't yield to us, cars are speeding, and crossing signal times are too slow. I cross this intersection daily and I have lost count of how many times myself and others have almost been hit.”
- “Commutability by bike is a pleasant way of life and attracts people to places.”

Pedestrian and Bicycle Study

Survey Results - 79 Participants

What do survey participants want to see?

1. St. Mary / Johnston redesign 2. Improvements to University / Hebrard 3. Improvements to University / Johnston

- **Better Pedestrian Infrastructure:**

- Improved accessibility
- Improved drainage
- Improved safety
- Improved beautification
- Midblock traffic lights or midblock pedestrians crossings
- Sensors for pedestrians and bikes

- **Better Bicycle Infrastructure:**

- Bike Friendly City
- Protected bike lanes
- Multi-use paths
- Intersections designed for bikes

- **Enforcement of Traffic Laws:**

- Enforce the illegal left turns that occur all day
- Enforce speed limits or lower the speed limit
- More safety signs
- Less victim blaming

Thank you to all the volunteers who helped gather valuable quantitative and qualitative data during the 2024 Pedestrian and Bicycle Study.





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**Office of Sustainability and
Community Engagement**