




**New Orleans
East**



01

A New Approach to Roadway Safety

This document and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in Federal or State court pursuant to 23 U.S.C. 407.

What is a Safety Action Plan?

The New Orleans Safety Action Plan marks a critical and fundamental shift in the City's approach to roadway safety. For decades, traditional transportation engineering has prioritized convenience and speed over safety—moving cars as quickly as possible, even as the number of roadway injuries and fatalities increased across the country. Consistently, streets have been designed with the assumption that crashes are accidents that cannot be prevented and roadway deaths are just the cost for the system to function. While community members have grieved the loss of friends and loved ones, this traditional approach to transportation has accepted roadway fatalities as an unfortunate inevitability.

This Safety Action Plan proclaims that nothing on the City's roadways is more important than human life and everyone deserves to make it to their destination safely. It begins by believing that roadway deaths and serious injuries are preventable and that all people have a responsibility to create safer streets for everyone who lives, works, and enjoys the City of New Orleans.

This Plan takes a data-driven approach to identify infrastructure, design, policies, and programs around the goal of reaching zero roadway deaths and severe injuries, while increasing safe, healthy, and enjoyable mobility for all community members.

The Safe System Approach

The New Orleans Safety Action Plan is rooted in the Safe System Approach, which aims to eliminate fatal and serious injury crashes by anticipating human mistakes and minimizing impacts on the human body when crashes do occur. The following six principles are the foundation for the Safe System Approach:

1. Death and Serious Injuries are Unacceptable

No one likes to get in a fender bender; however, this Plan focuses on crashes that lead to deaths and serious injuries.

2. Humans Make Mistakes

Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes do not have life-ending or life-altering impacts.

3. Humans are Vulnerable

Human bodies can only withstand so much impact from a crash; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

4. Responsibility is Shared

All community members have a role to play in preventing fatal and serious injury crashes on our roadways, from elected officials to everyday roadway users.

5. Safety is Proactive

Transportation agencies should seek to proactively identify and address dangerous conditions rather than waiting for crashes to occur before responding.

6. Redundancy is Crucial

Redundancy means making sure every part of the transportation system is safe—that way, if one part fails, people are still protected.



FIGURE 1 Safe System Approach

The Safe System Approach is implemented through five elements:



Working towards a culture of safety starts with developing a network of partners, educating road users, and creating personal connections to eliminate fatal and serious injury crashes.



There are several strategies to address making vehicles safer including addressing fleet safety, advanced driver systems, and ensuring future technology prioritizes vulnerable roadway users.



It is critical to promote safer speeds in all roadway environments and land use contexts. Slowing vehicle speeds through speed limit reduction, traffic calming, and roadway design can increase visibility and reaction times for drivers and reduce impact forces when crashes occur.



Safer roads result from mitigating human mistakes and accounting for human injury tolerance by separating roadway users in space and time to reduce conflicts.



Improving emergency response, traffic incident reporting, and traffic management can help keep safety a priority after a crash has occurred. Post-Crash Care also includes supporting those who have been impacted by traffic crashes, including survivors and family members.

How Roadway Safety Impacts Our Community

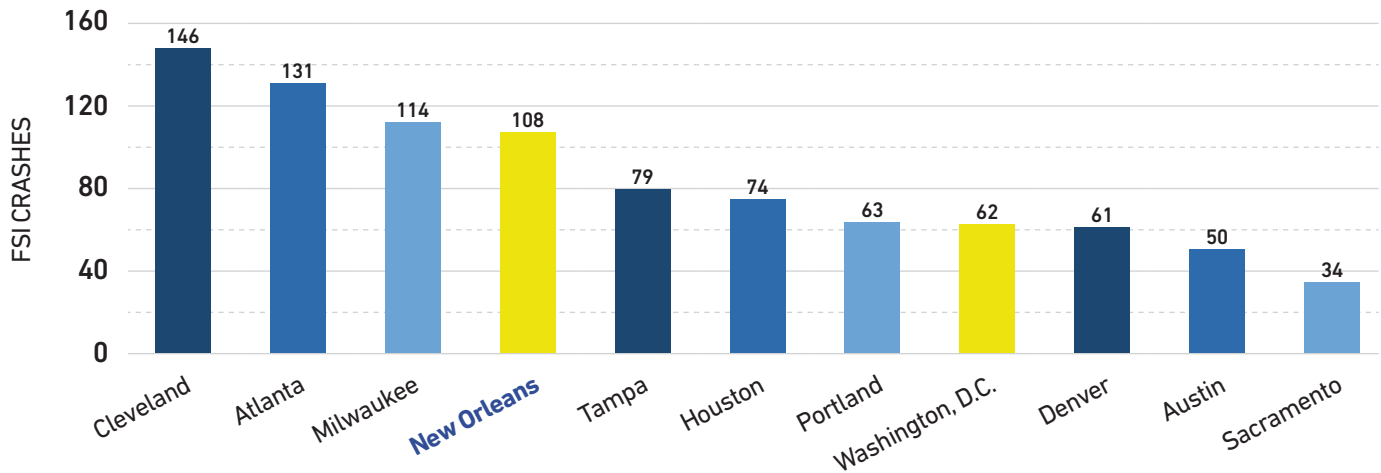
Between 2019 and 2023, **2,161** people died or were seriously injured on New Orleans streets—an average of over 432 people each year, over 8 people each week, and at least 1 person every day. New Orleans’ streets see far too many deaths and serious injuries from traffic crashes.

Compared with peer U.S. cities implementing SS4A safety strategies and publicly tracking crash statistics, New Orleans experiences a high rate of fatal and serious injury crashes, as seen in the table below. While peer cities are converging on similar approaches to those detailed in this Plan—High Injury Network prioritization, speed management, and Safe System interventions—the elevated per-capita burden in New Orleans highlights the need



for accelerated implementation and targeted investment on the corridors where severe crashes are most concentrated.

Annual Rate of FSI Crashes per 100k Population



What Is New Orleans Already Doing to Improve Roadway Safety?

The City of New Orleans and its transportation partners have already been working to address the issue of roadway safety by integrating it into existing planning, policies, and programs. Many existing guiding documents have addressed

safety in some capacity including pedestrian plans, transportation plans, corridor studies, community health improvement plans, and local policies.

The City maintains the New Orleans Transportation Safety Dashboard on its website. This dashboard tracks fatalities, trends, top risky behaviors contributing to crashes, and a crash density map.

Local Plans

The City Department of Public Works (DPW) initiated a Speed Management Program Engineering Study to address excessive speed complaints and related safety implications. The Study establishes protocols for screening speed issues, physical traffic calming countermeasures, speed regulation changes, and staffing and equipment needs for the successful implementation of a citywide Speed Management Program.

The City's **Pedestrian Safety Action Plan** recommends a systemic approach to traffic safety for pedestrians backed by evidence-based engineering countermeasures.

The **Community Health Improvement Plan** suggests addressing risky driving behaviors such as alcohol consumption.

The **Moving New Orleans Plan** highlights the City's numerous, overly-wide streets, and suggests reducing travel lanes, adding bike lanes, and/or adding more parking lanes.

The **Americans with Disabilities Act Transition Plan for Public Rights-of-Way Update** identifies intersections for priority improvement and informs street construction projects on accessibility requirements.

State and Regional Plans

The New Orleans Regional Planning Commission's (RPC) **New Orleans Metropolitan Transportation Plan 2052 (MTP)** has safety as one of its explicit focus areas, with the goal of reducing traffic-related fatalities and serious injuries by 50% by 2050.

The Louisiana Department of Transportation and Development's (LaDOTD) **Strategic Highway Safety Plan (SHSP)** identifies four emphasis areas to address rising traffic fatalities and serious injuries: distracted drivers, impaired driving, occupant protection,

and infrastructure and operations. LaDOTD's **Vulnerable Road User Safety Assessment** analyzes the State's safety performance for pedestrians and bicyclists. The assessment suggests strategies such as standard infrastructure countermeasures, education and outreach, and programs and policies.

Complete Streets Policy

The City of New Orleans 2030 Master Plan includes goals and strategies to improve transportation safety, including the creation of a Safety Action Plan and a Complete Streets Policy. Based on the plan's recommendations, the City created a **Complete Streets Policy** requiring city staff to take a comprehensive and integrated approach when evaluating public right-of-way projects to appropriately consider all users. The City Department of Public Works (DPW) implements roadway improvements in accordance with this policy.

To further support the Complete Streets Program, the City also created a **Complete Streets Annual Report** which recommends updating the Department of Public Works' Roadway Design Guide to specify complete street treatments for New Orleans streets based on their functional classification, context, and usage.

Safe Routes to Public Places Program

The State of Louisiana's **Safe Routes to Public Places Program (SRTPPP)** is a federally funded, data-driven safety program aimed at reducing fatalities and serious injuries of vulnerable road users (VRUs) involved in vehicular crashes on all public roads in the State. The program aims to address the safety needs of the non-motorists evidenced in fatality and serious injury data by providing funding to eligible projects, such as sidewalks, crosswalks, curb extensions, bicycle facilities, traffic calming, bus turnouts, and signage. DPW regularly applies and implements SRTPPP projects to address crash hot spots on local and state routes. Projects under this program are typically capped at \$500,000 in construction dollars.

“ I lost my father in an automobile accident. He was ejected from his car because he did not have his seatbelt on. ”

Mid-City pedestrian struck, killed

By CHAD CALDER | Staff writer | Dec 10, 2025 | 1 min to read

More people are dying in car crashes in New Orleans. Here's the breakdown

By CARLIE KOLLATH WELLS | Staff writer | Sep 19, 2022 | 2 min to read

11 kids injured in school bus and 18-wheeler crash in the Desire area, New Orleans police say

By POET WOLFE | Staff writer | Dec 4, 2024 | 1 min to read

Boy killed

By POET WOLFE | Staff writer

Man dies in French Quarter car crash Thursday night

By CHAD CALDER | Staff writer | Oct 9, 2025 | 1 min to read

“ Last year, a driver of a car underwritten by our company was killed. When we were cautious

Hit-and-run vehicle kills pedestrian in New Orleans East, police say

Body found on Interstate 10 Service Road near Winchester Park Drive

By GABRIELLA KILLETI | Staff writer | Dec 31, 2022 | 1 min to read

Pedestrian hit and killed by vehicle at Esplanade and Broad, New Orleans police say

By CHAD CALDER and KASEY BURNASH | Staff writers | Aug 31, 2023 | 1 min to read

One died

By KASEY BURNASH | Staff writer

Bicyclist struck and killed by hit-and-run driver in the Bywater.

By SOPHIE KASAKOVE | Staff writer | Jul 12, 2025 | 1 min to read

One man dead, three injured, after crash in Fairgrounds area, New Orleans police say

By MARCO CARTOLANO | Staff writer | Jan 15, 2025 | Updated Jan 15, 2025 | 1 min to read

Bourbon Street bartender killed weeks after moving to New Orleans

Family of teens killed in Orleans Parish crash demand accountability: 'Our hearts are broken'

By MARIE FAZOLI | Staff writer | Dec 15, 2024 | 2 min to read

2 kids, 1 adult

By WWL-TV | LOUISIANA | Aug 19, 2025

Pedestrian hit and killed by a vehicle in Algiers, New Orleans police say

By MARCO CARTOLANO | Staff writer | Jul 31, 2025 | 1 min to read

“ I witnessed a biker get hit by a car that ran a red light and it was one of the most violent things I've ever seen. The image haunts me and it makes me feel very unsafe. ”

Woman on bicycle struck and killed on Tulane Avenue, police say

By CHAD CALDER | Staff writer | Jan 15, 2025 | 1 min to read

...d by vehicle Wednesday night

Loved ones mourn singer, actor Miron Lockett, the cyclist killed in St. Claude crash

BY MISSY WILKINSON | Staff writer | Aug 1, 2025 | 2 min to read

Crashes in New Orleans by parish.

1 dead in hit-and-run crash on I-10 east in New Orleans East, police say

BY MARCO CAROLANO | Staff writer | Jul 28, 2025 updated Jul 28, 2025 | 1 min to read

...ed in car crash in Pines Village, New Orleans police say

...riter | Nov 26, 2024 | 1 min to read

...ar my spouse was hit by a distracted driver on a busy road and was injured, and I went physical therapy for over half a year. The car was totaled and we had to buy another car which was a major unplanned expense. Now we drive now, we're both much more cautious, aware, and fearful (unfortunately). ”

Pedestrian struck and killed by vehicle near Lincoln Beach in New Orleans East

By JUSTIN MITCHELL | Staff writer | Jan 24, 2026 | 1 min to read

...s in I-10 crash near Elysian Fields, New Orleans police

...staff writer | Jan 19, 2025 | 1 min to read

Vehicle strikes and kills pedestrian on I-510 in New Orleans East

Driver hears loud sound, pulls over near I-10, sees victim, police say

By GABRIELLA KILLETT | Staff writer | Aug 20, 2022 | 1 min to read

... killed on deadly cycling corridor in New Orleans

Child on bicycle seriously injured in hit and run, New Orleans police searching for driver

BY MARCO CAROLANO | Staff writer | Apr 1, 2025 | 1 min to read

...ult injured in school bus crash near Chef Menteur in New Orleans, NOPD says

...2025 | 1 min to read

“ Was hit by a car that ran a stop sign on my bike. Tonti and Washington. Broken collarbone took one year plus to heal. Bicyclists are constantly harassed by motorists. The drivers need to be held accountable! ”

School bus hits and kills teenager in City Park, New Orleans police say

Fatality reported on Zachary Taylor Drive, between Wisner Boulevard and Grow Dat farm

By GABRIELLA KILLETT | Staff writer | Jun 3, 2023 | 1 min to read

...a was ...s I've ...and ”

Pedestrian hit, killed by tow truck in downtown New Orleans on Poydras Street, police say

BY CARLIE KOLLATH WELLS | Staff writer | Nov 14, 2022 | 1 min to read

VISION

All New Orleans streets are safe for users of all ages and abilities.



New Orleans, LA

GOALS

15 YEARS TO ZERO: By 2041 the City and its transportation partners will eliminate death and serious injuries on New Orleans streets.

Interim target: Achieve a 50% reduction in deaths and serious injuries by 2031.

OBJECTIVES

The City of New Orleans will need to work collaboratively and cooperatively with partners throughout the City to achieve its vision and goals. There are four objectives that will guide the work to achieve zero by 2041.



Plan, Build, and Maintain Safety-Focused Multimodal Projects

Prioritize projects that reduce fatal and severe-injury risks for all users. This includes upgrading high-injury corridors, improving crossings, addressing network gaps, and supporting safe travel for people walking, bicycling, driving, and taking transit.



Plan and Design for Safe Speeds

Manage vehicle speeds through design and policy. This includes setting appropriate speed limits, applying traffic-calming solutions, and designing streets that support safe operating speeds.



Create Awareness and Build a Culture of Safety

Develop communication and education strategies that support safer travel behavior and reinforce shared responsibility for safety. This includes outreach efforts tailored to neighborhoods and groups most affected by severe crashes.



Measure Progress and Share Updates Regularly

Track performance, evaluate implemented projects, and share findings with the public. Regular reporting ensures accountability and helps the City adjust strategies as needed.