

Public and Stakeholder Engagement Methods

To better understand community priorities for traffic safety, the City of New Orleans implemented a variety of community engagement and outreach strategies throughout plan development. **Figure 9** below shows the timeline of engagement activities and milestones.

Phase 1 of engagement focused on communicating the importance of transportation safety and understanding

community concerns related to driving, walking, bicycling, rolling, taking transit, and general traffic safety in New Orleans. Activities in Phase 2 were focused on collecting input from the community on the draft High Injury Network (HIN), priority projects, and identified safety countermeasures to help the City achieve its fatal and serious injury crash reduction goals.



FIGURE 8 Engagement Timeline

Project Advisory Committee

A Project Advisory Committee (PAC) was developed to guide the Safety Action Plan's development (see [p. IV](#) for a list of PAC members). The PAC met five times over the course



Agency Stakeholders at Executive Session

of the project and consisted of municipal staff from multiple departments, state and regional agency representatives, emergency medical services representatives, and local advocates. Key responsibilities of the PAC included providing planning oversight, ensuring interdepartmental and interagency coordination, and guiding the Safety Action Plan implementation.

New Orleans Safety and Mobility Summit

Safety Action Plan engagement launched in May 2025 with a two-day Safety and Mobility Summit intended to guide the development of the vision, goals, and objectives for transportation



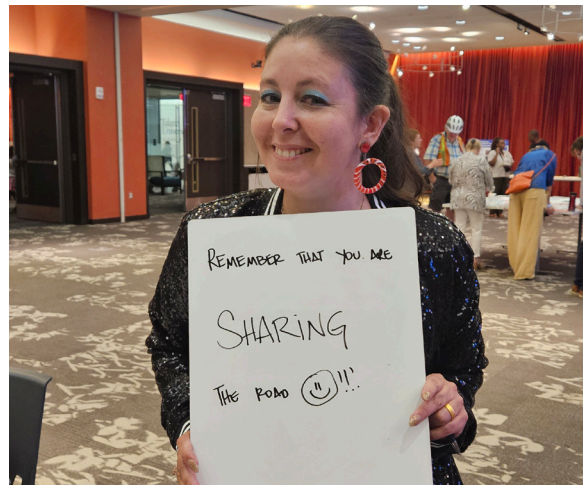
Residents at Public Open House

safety within New Orleans, create awareness about the current state of transportation safety within the City, introduce the concept of the Safe System Approach to stakeholders and the public, and begin collecting information from the public about transportation safety challenges that the Safety Action Plan should address.

For the first day of the Summit, the project team and PAC convened an executive session with 28 agency executives and elected officials, including representatives of the Mayor and City Council, to review and discuss the Safety Action Plan's goals and process.



Executive Session May 2025



New Orleans Safety and Mobility Summit

Public Meetings

A public open house meeting was hosted as part of the final day of the New Orleans Safety and Mobility Summit and was attended by 51 residents. The Open House included stations for participants to learn about the Plan, provide input on vision and goals, and share key locations across the City that they wanted to see transportation safety improvements. Attendees also shared ways that they can individually make an impact and signed a pledge to do their part in ending all traffic-related deaths and injuries.

A second round of public meetings was conducted during Phase 2 engagement in November and December 2025. This included a virtual meeting and two in-person meetings—one in Algiers and one in New Orleans East. These meetings provided information on crash analysis findings and attendees were asked to provide feedback on the draft recommendations, priority projects, and implementation steps. These three public meetings were attended by 80 residents.

Public Surveys

Two public surveys were conducted to collect feedback from the public on roadway safety conditions across New Orleans. During Phase 1, a public survey was released as both an opt-in online survey and a statistically weighted random sample poll to gather feedback on travel patterns and current safety conditions. A second online survey was distributed during Phase 2 to collect feedback on draft plan priorities and strategies. Over 1,500 responses were collected over the two phases.

Online Web Map

An online web map was distributed during Phase 1 engagement to gather feedback on specific roadways and intersections with transportation safety challenges. Respondents were able to mark a location and describe the specific type of safety issues that they have encountered there while walking, bicycling, or driving. The data collected highlighted streets, intersections, and corridors that the public believes will benefit from design or operational changes to enhance safety. The online web map received a total of 649 responses including 385 open-ended comments.



Attendees at Public Meetings



Public Survey Responses



Pop-ups and Events Attended



Points Added to Online Web Map



Open-Ended Comments from Online Web Map

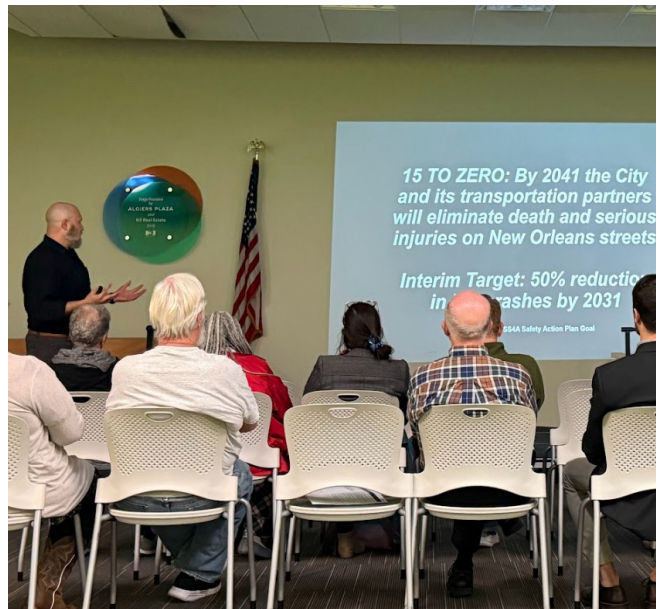
Agency Stakeholder Interviews

Agency stakeholder interviews were conducted during both Phase 1 and Phase 2 engagement with New Orleans Police Department (NOPD) Traffic Division and Louisiana Department of Transportation and Development (LaDOTD) to discuss New Orleans' traffic safety challenges and processes from an agency standpoint. Key themes from the discussion with NOPD included enforcement capacity, use of data to drive interventions, needed design improvements, and potential policies and programs to support the implementation of the Safe System Approach within the City.

During the interview with LaDOTD staff, discussion focused on interagency coordination between the State and City and ways to improve the approval processes for implementing safety countermeasures on state-owned roadways, such as pedestrian hybrid beacons and automated enforcement technology.

Pop-Up Events and Community Outreach

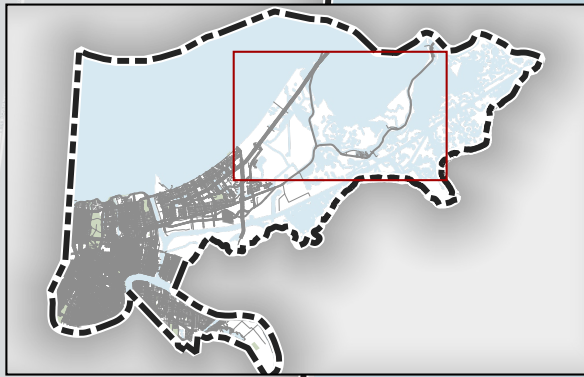
By attending pop-up events around the City, the project team was better able to reach community members where they were. This outreach strategy was used in both Phase 1 and Phase 2 engagement to collect information about transportation safety concerns as well as feedback on Safety Action Plan priorities and recommendations. Five pop-ups and targeted community outreach activities were conducted throughout Summer 2025—these activities were focused on reaching residents in areas that had low survey and online web map response rates and included attending community advisory board meetings, neighborhood meetings, and local community engagement events. A total of 27 feedback forms were collected through these activities.



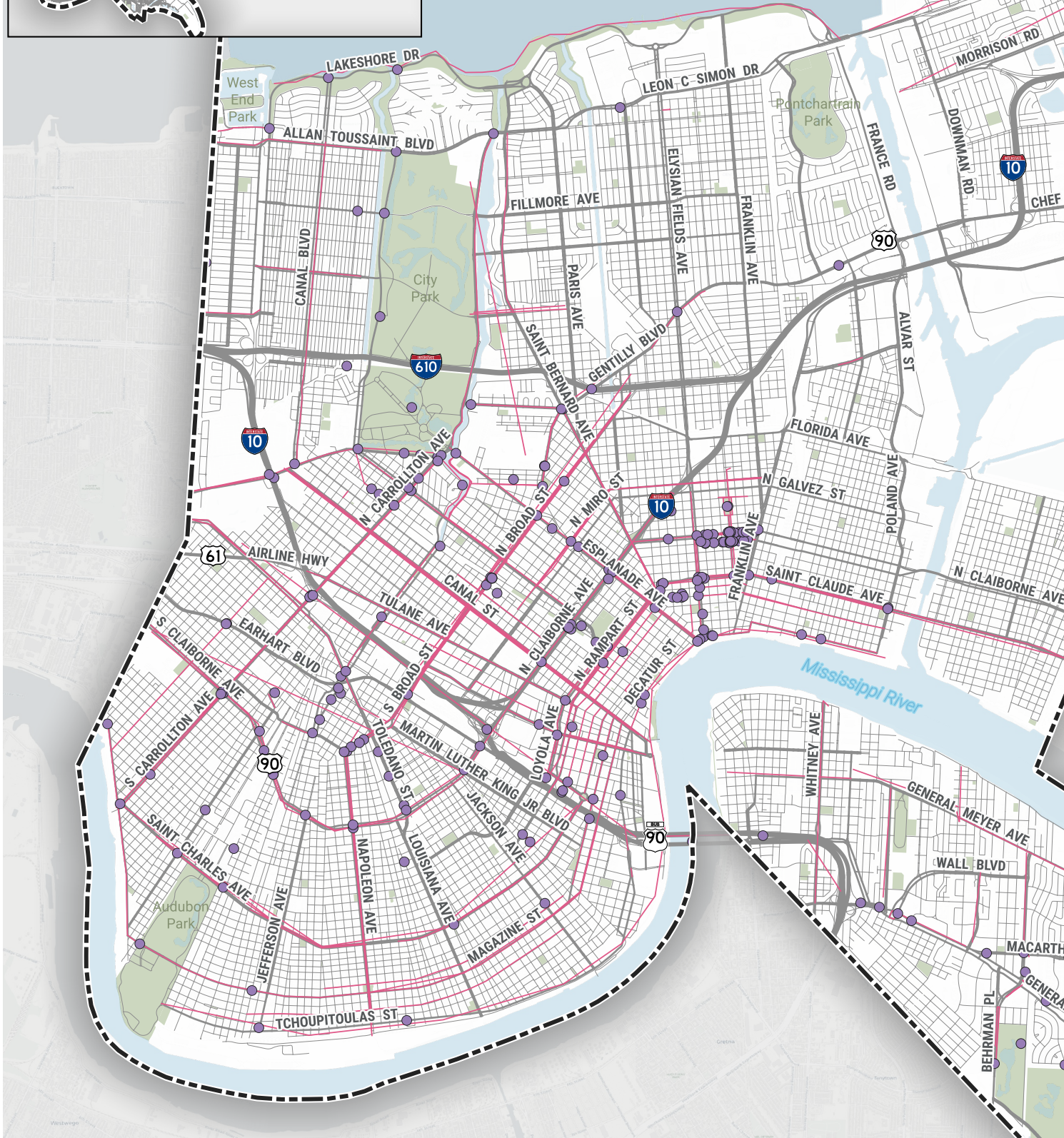
Community outreach and public meeting at Algiers Regional Library, December 2025

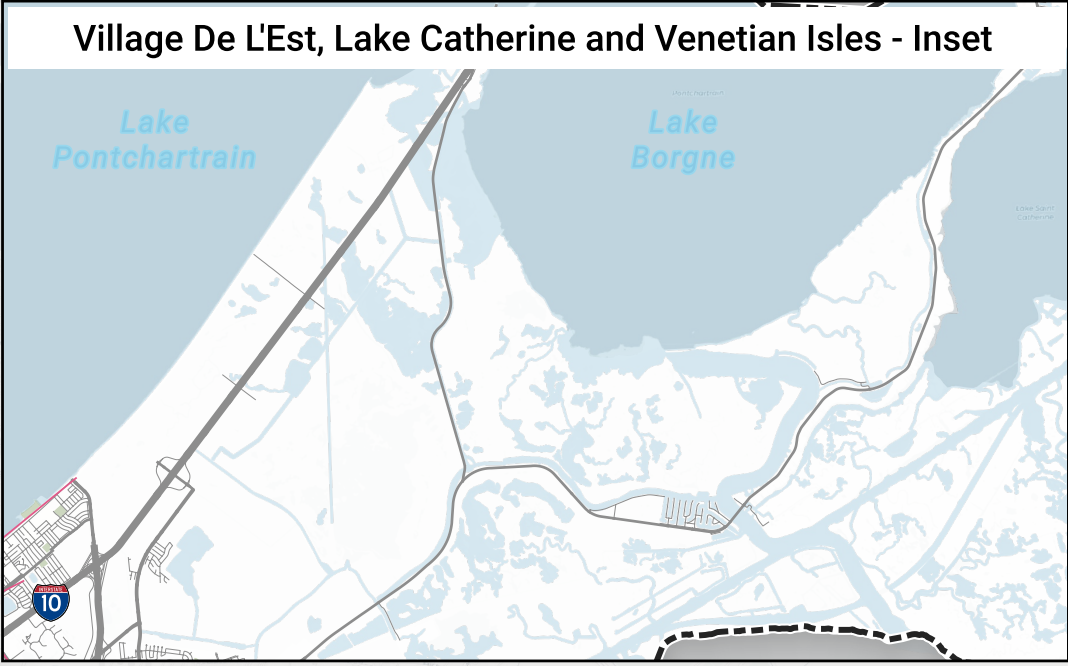
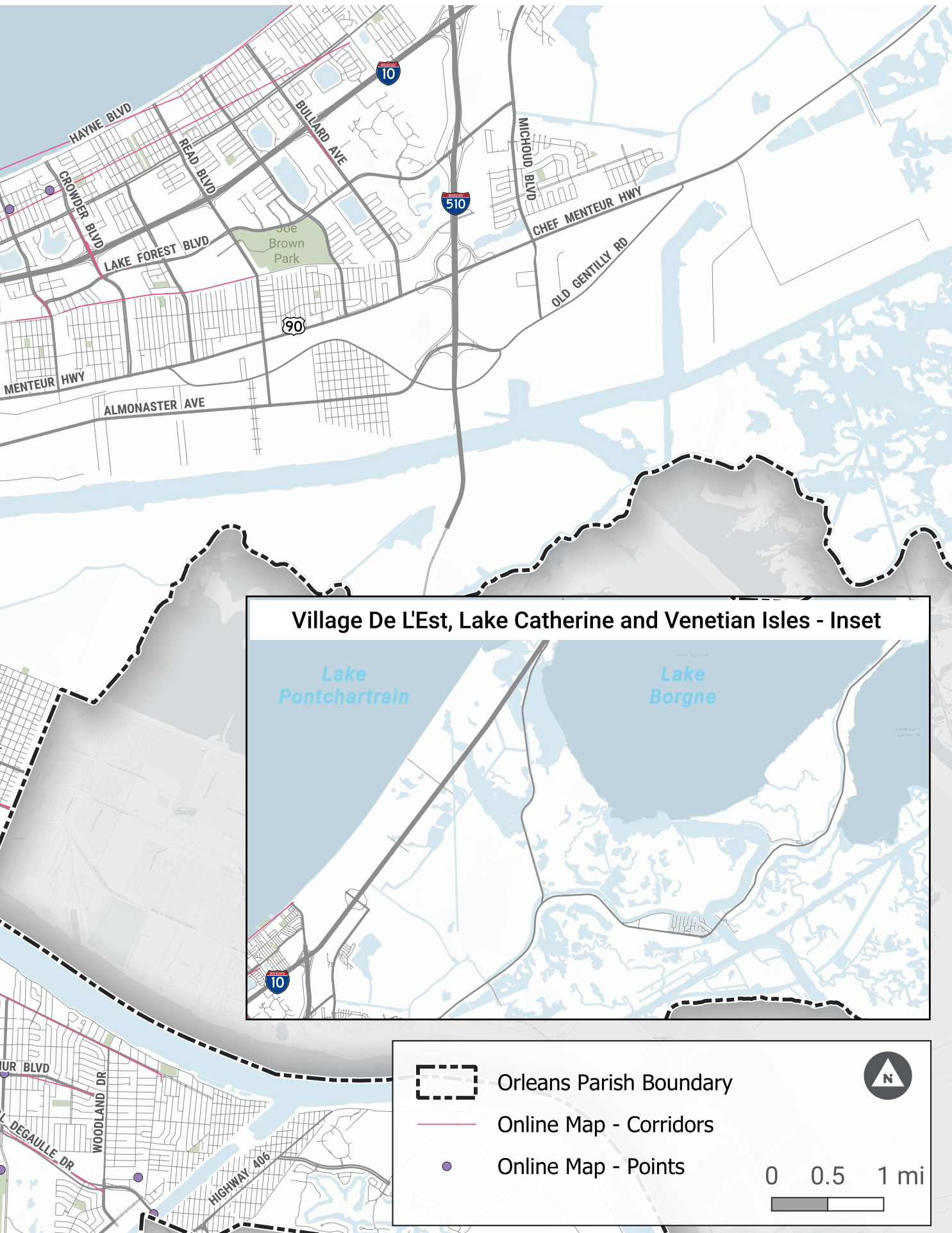
During Phase 2 engagement in Fall and Winter 2025, the project team attended nine tabling events, presented at three recurring meetings in New Orleans East, Ninth Ward, and Algiers, and coordinated four pop-events across the City to promote the Plan and collect resident feedback. Along with input provided in person, nine feedback forms were collected through these activities.

MAP 5 Online Web Map Public Input (2025)

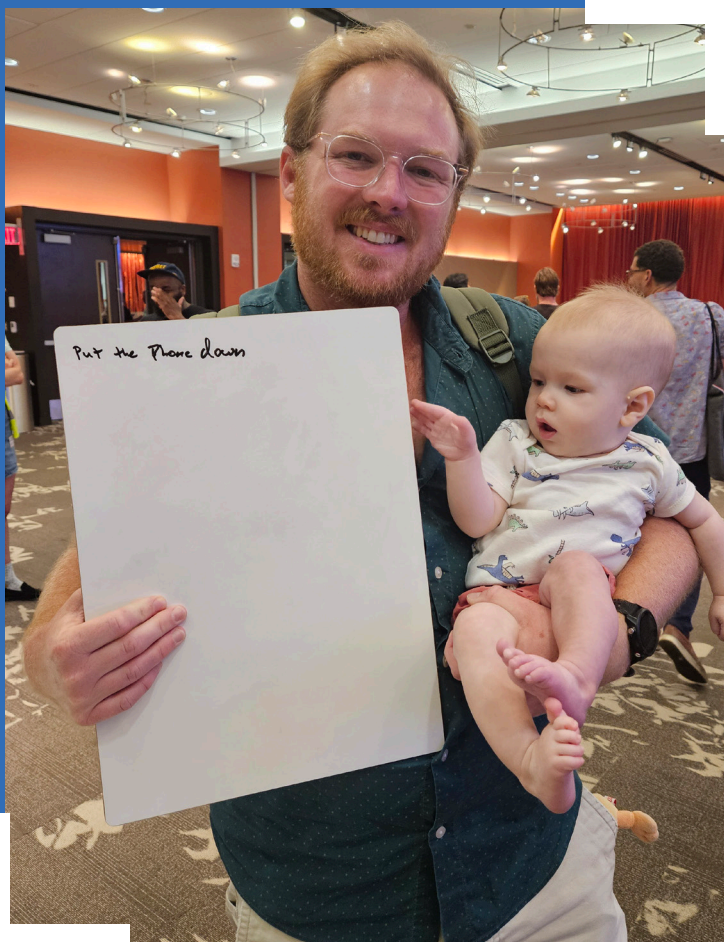


Lake Pontchartrain

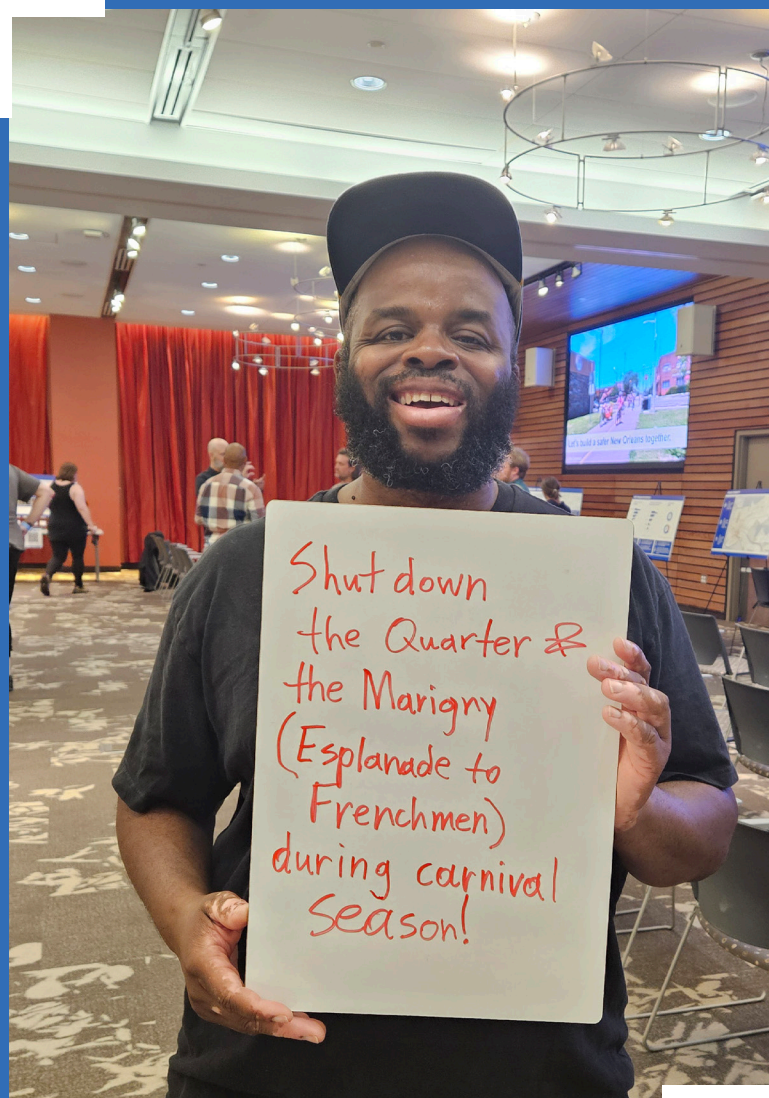




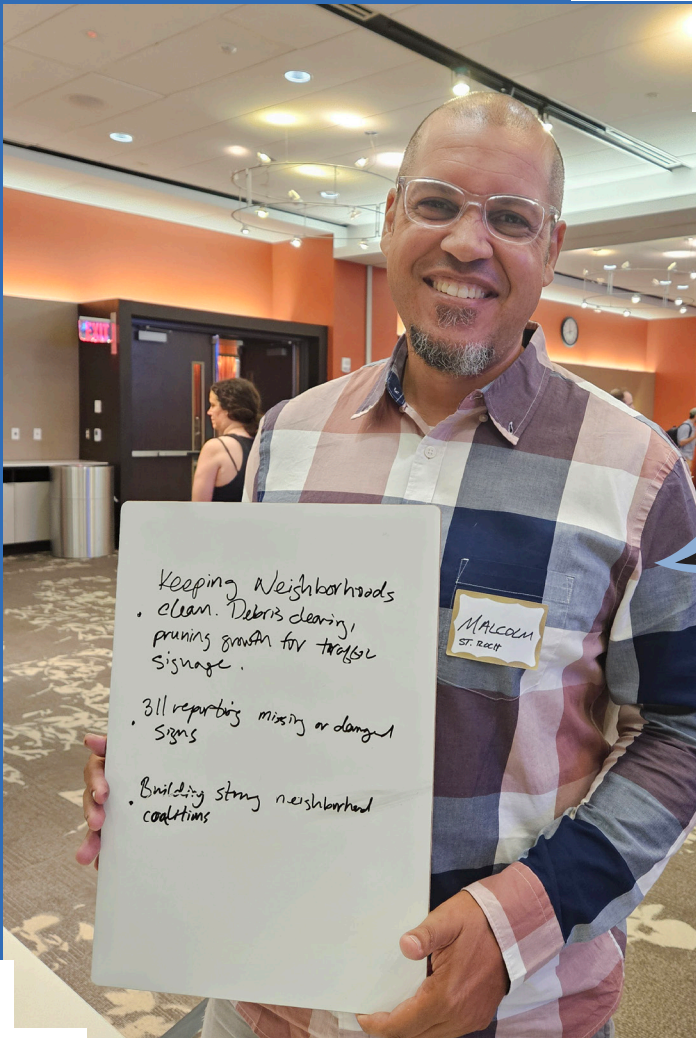
What can you and your fellow community members do to make streets safer in New Orleans?



“ Put the phone down ”

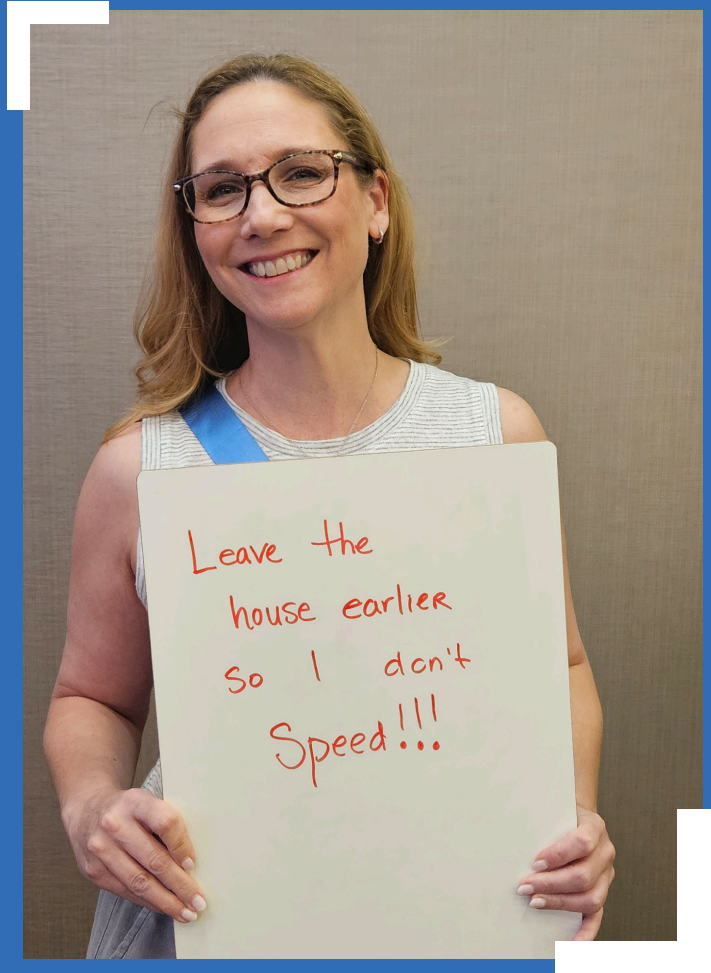


“ Shut down Esplanade to Frenchmen during Carnival Season. ”



“ Keeping neighborhoods clean. Debris clearing, pruning growth for traffic signage. 311 reporting for missing or damaged signs. Building strong neighborhood coalitions. ”

“ Leave the house earlier so I don't speed!!! ”



Key Engagement Takeaways

Through the public and stakeholder outreach methods used in the Safety Action Plan development process, the following key themes were identified. The City of New Orleans should address the challenges identified in these themes as the City works towards its goals of creating a culture of safety, reducing fatal and serious injury crashes by 50 percent in five years, and eliminating all fatal and serious injury crashes by 2041.

1. The City needs more safe and comfortable places for people to walk, ride a bicycle, and cross the road.

While people generally feel safe on buses and streetcars, the public sees the lack of safe, connected, and well-maintained infrastructure for driving, walking, and bicycling as a priority issue to address. It is important to note that most transit trips begin and end with either walking or bicycling.

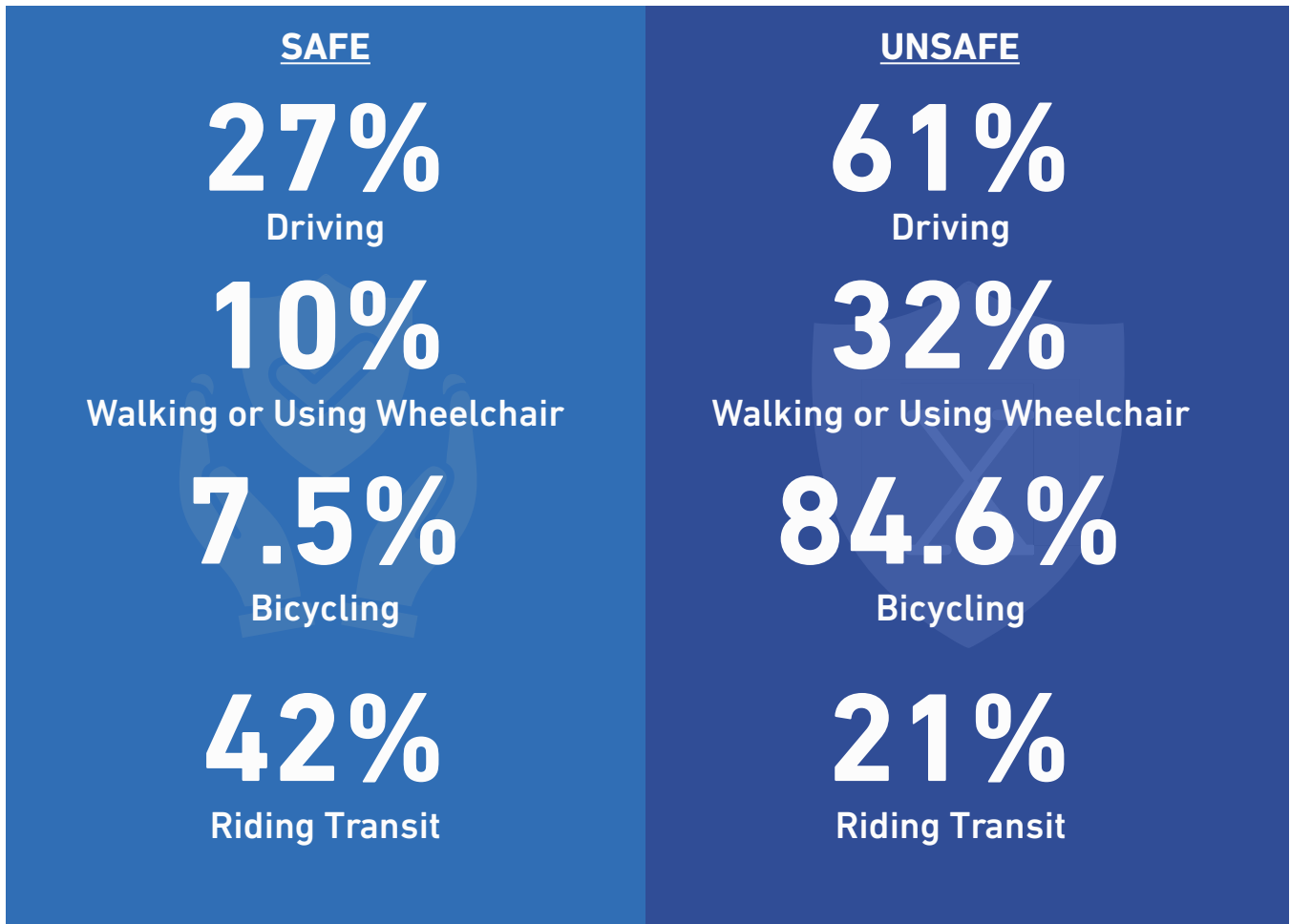


FIGURE 9 Perceived safety by travel mode (excluding "Neutral" responses)

2. Driver speeding is a top concern when it comes to transportation safety.

Addressing driver speeding on both major corridors and local streets will greatly help the City improve transportation safety for all roadway users.



Safety Concern

Across the online web map and survey, there were nearly **150** comments that mentioned **speeding as a concern**

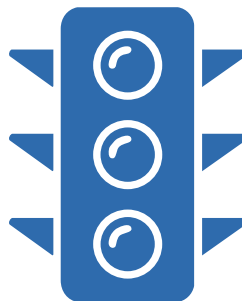
“ Drivers ZOOM down Gentilly with no regard for any potential vehicles, pedestrians, or bikers that may be attempting to cross. I know of at least two fatal accidents that have happened in this stretch.”

3. Poor driver behaviors contribute to transportation safety challenges.

Risky driver behavior, disregard for traffic laws, aggressive and distracted driving are the primary factors that contribute to unsafe transportation conditions in New Orleans.



**Distracted
Driving**



**Signal
Violation**



**Lack of
Awareness**

FIGURE 10 Top 3 behavioral factors leading to safety challenges in New Orleans

4. Safety improvements are needed across the City, but particularly in Tremé, Seventh Ward, Mid-City, New Orleans East, and Algiers / West Bank.

The need for traffic safety extends across New Orleans, particularly in neighborhoods like Tremé, Seventh Ward, Mid-City, Algiers/West Bank, and New Orleans East. This finding drove the community outreach strategy in Fall 2025, as the project team organized pop-ups, tabling events, and public meetings in these parts of the City.



5. Traffic enforcement is viewed as an important part of a holistic approach to addressing transportation safety.


Consistent traffic enforcement of existing laws can help counteract aggressive driver behavior.

“ Traffic enforcement, Traffic enforcement, Traffic enforcement! Every day I encounter red light running, illegal left turns, speeding and running of stop signs ”

“ You need to start ticketing drivers who don't follow traffic laws in regard to pedestrians, especially those exiting a city or school bus. ”

6. Lighting and visibility improvements should be prioritized.

To improve interactions between roadway users, the City should enhance lighting conditions through routine maintenance and new installations, and incorporate design changes, such as curb extensions and bulbouts, that increase visibility between people driving, walking, bicycling, and accessing transit.



Visibility Improvement

46 web map points & lines indicated locations where **better lighting** is required

“ New Orleans should build safe road infrastructure to make it second nature to go a safe speed on roads, be able to see effectively on streets, and make it safe for pedestrians to walk. More lighting and self enforcing streets.”

