New Orleans, LA

NEW ORLEANS SAFETY ACTION PLAN

05

Recommended Strategies and Actions

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.

Achieving zero traffic deaths on New Orleans' roadways will require changing how the City's transportation system is designed and operated. Effective implementation will require action-oriented coordination across various agencies, departments, and stakeholders with the focus on meaningful improvements to safety outcomes. Deploying improvements systemically, along with addressing concerns on high injury corridors and intersections, will help the City prioritize safety as projects are planned, designed, and deployed.

Safety Action Strategies

The following strategies and actions were developed to guide New Orleans' efforts towards achieving the goal of zero traffic fatalities and serious injuries by 2041. These strategies and actions were identified based on crash data analysis, community engagement, and Safe System Approach best practices.

The strategies and actions featured in this Safety Action Plan should be considered a catalyst for citywide efforts and cultural shifts to promote road safety in New Orleans. Some actions can be achieved in a short timeframe, some will require multiple years and continued focus, and others may need to be added or adjusted to effectively work toward the zero goal. Ongoing tracking and implementation will be important for maintaining momentum and ultimately reaching the City's goal.

Each of the strategies and actions fall into one of four focus areas:

1. **Multimodal Projects** - Plan, Build, and Maintain Safety-Focused Multimodal Projects
2. **Culture of Safety** - Create Awareness and Build a Culture of Safety
3. **Safe Speeds** - Plan and Design for Safe Speeds
4. **Progress and Transparency** - Measure Progress and Share Updates Regularly

The time frames outlined in the following tables are defined as follows:

- **Immediate:** One year
- **Short-term:** Two to three years
- **Medium-term:** Four to five years
- **Long-term:** Six years or more

The anticipated cost of each strategy is based on the following ranges:

- **$:** Less than $100K
- **$$:** $100K - $500K
- **$$$:** $500K - $1M
- **$$$$:** $1M - $2M
- **$$$$$:** $2M and above

Action Strategy Categories

The Safety Action Strategies in this Plan are organized into nine action strategy categories that reflect the Safe System approach and align with FHWA and SS4A best practices for preventing fatal and serious injury crashes. The categories are presented in a deliberate order that reflects the types of interventions most effective at reducing crash risk and severity.

The first group focuses on system design, including Speed Management, Crossings & Intersections, and Access Management. These strategies prioritize changes to the physical design and operation of streets that directly

influence vehicle speeds, reduce conflict points, and improve safety for people walking, bicycling, rolling, and using transit.

The second group focuses on system operations, including Maintenance & Operations and Guidelines & Standards. These strategies ensure that safety-focused practices are consistently applied through routine maintenance, project development, and design guidance so that safety becomes embedded in everyday decision-making.

The third group focuses on implementation structure, including Implementation & Accountability and Coordination & Partnerships. These strategies support the organizational systems needed to deliver projects, coordinate across agencies, and track progress toward the City's safety goals.

The final group includes supporting strategies, including Emergency Response & Enforcement and Communication & Education. These actions reinforce safer behaviors, improve post-crash response, and build public awareness of roadway safety. While important, these strategies are most effective when paired with the systemic infrastructure and operational improvements outlined in the preceding categories.

Together, these categories represent the range of policy, programming, and design tools New Orleans can use to reduce crash risk and severity for all roadway users.

1. SYSTEM DESIGN

Speed Management

Crossings & Intersections

Access Management

2. SYSTEM OPERATIONS

Maintenance & Operations

Guidelines & Standards

3. IMPLEMENTATION STRUCTURE

Implementation & Accountability

Coordination & Partnerships

4. SUPPORTING STRATEGIES

Emergency Response & Enforcement

Communication & Education

1. Speed Management

1.1 SPEED MANAGEMENT AND TRAFFIC CALMING

Implement the recommendations of the Department of Public Works' forthcoming Speed Management Program Study, including:

- Safety countermeasures and traffic calming for 40 identified corridors across the City
- Reduction of speed limits on divided major streets from 35 mph to 30 mph

Increase speed limit enforcement with law enforcement partners.

2. Crossings and Intersections

2.1 SAFETY COUNTERMEASURE GUIDELINES

Develop selection criteria and design guidance and implement low-cost safety countermeasures at priority network intersections according to the most frequent manner of crashes, for example left-angle vehicle crashes and "right-hook" crashes with pedestrians and bicyclists. Ensure that guidelines are clear on how to tailor strategies to the unique conditions of each location and center VRU safety.

These safety countermeasure interventions should include, but are not limited to:

- No Right Turn on Red
- Signage near intersections, along the HIN, and high bike/ped activity areas
- "Rest on red" where appropriate for off-peak/nighttime signal phasing
- Restricting permissive left turns during active pedestrian phase
- Closing slip lanes where applicable
- Hardened centerlines
- Curb extensions and narrower corner radii
- Protected intersections
- Bike boxes and two-stage turn boxes
- Raised or textured crossings

Ensure that these low-cost, systemic intersection modifications are regularly incorporated into road maintenance projects.

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Safe Speeds	City of New Orleans LaDOTD New Orleans City Council	Number of Projects Average Travel Speeds	Legislative Action Project Funding Plan/Study	$$$$$*	Medium
Multimodal Projects	City of New Orleans LaDOTD	Program and Policy Revisions Share of Safety Investments	Project Funding	$$$	Short

* The infrastructure costs associated with the Speed Management Program Engineering Study partially overlap with priority project estimated costs presented in this Plan. The implementation of Priority Projects should incorporate recommendations from the Speed Management Program Engineering Study to the extent possible.

2.2 PEDESTRIAN CROSSING DESIGN POLICY

Develop and implement a city policy on pedestrian crossings that sets guidelines for the location, design, and maintenance of crosswalks, signs, and signals. The policy should:

- Standardize decision-making for the installation of high visibility crossings so that they are implemented objectively and effectively.
- Require signage at unsignalized intersections and leading pedestrian intervals (LPI) at signalized intersections as the default condition at all intersections and for all signal replacements.
- Improve upon LaDOTD policy to ensure that local application adheres to the latest guidance from MUTCD, AASHTO, FHWA, and NACTO, balancing maintenance requirements with pedestrian priority.
- Provide for proactive asset management/maintenance of pedestrian crossing infrastructure, including signals, signage, and striping.
- Ensure that automatic pedestrian recall is applied to all city signal projects and request its inclusion in LaDOTD project designs.

2.3 PEDESTRIAN MEDIAN REFUGES AND CROSSINGS

Expand upon the success of pedestrian median refuges and neutral ground crossings in New Orleans, installing additional pedestrian refuge islands, high visibility crosswalks, and pedestrian crossing signals (RRFB or PHB) along the High Injury Network, at transit stops, and at high pedestrian activity locations—especially near locations with long crossing distances and along corridors with long distances between signalized intersections. Assess adjacent on-street parking to ensure visibility at crossings and evaluate existing refuges for the installation of additional safety countermeasures, such as high-visibility crossing treatments.

3. Access Management

3.1 ACCESS MANAGEMENT

Adopt/update policies on access management and curbside management for city streets that minimize curb cuts, auxiliaries, multiple U-turn lanes, and unprotected vehicle turns, in order to prioritize multimodal access, reduce conflicts, and support the Safety Action Plan's goals, particularly along key multimodal corridors. Explore alignment of LaDOTD's access management and access connections policies.

Identify capital projects along the High Injury Network and High Risk Networks where elements like driveway closures, centerline and median treatments, and cross-access between land uses can be integrated into designs. Explore a dedicated funding source for implementation through public projects and incentives to private entities for both new build and retrofit projects. Engage LaDOTD partners where state routes are included within the scope of a capital project.

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Multimodal Projects	City of New Orleans	Number of Projects Number of High-Visibility Crossings City/Partner Capacity and Involvement	Staff Capacity Partnerships	$$	Short
Multimodal Projects	City of New Orleans LaDOTD	Number of Projects Number of High-Visibility Crossing Improvements	Project Funding Partnerships Plan/Study	$$$	Medium
Multimodal Projects	City of New Orleans LaDOTD New Orleans City Council City Planning Commission	Policy and Program Changes Number of Projects Share of Safety Investments	Staff Capacity Legislative Action Project Funding Partnerships	$$$	Medium

4. Maintenance and Operations

4.1 SIDEWALK DEVELOPMENT AND MAINTENANCE

Advocate for changes to relevant local and state codes to define responsibility for sidewalk development and maintenance.

Set criteria and methods for tracking sidewalk conditions and network gaps and use these tools to identify noncompliant facilities and priority areas for repair and installation of pedestrian infrastructure. Compliance with current accessibility standards, for example curb ramp design, detectable surfaces, and automated signal detection, should be carefully considered in the criteria.

Develop a strategic sidewalk infill and maintenance program to fill high-priority gaps in the pedestrian network outside of traditional land use and infrastructure development processes. Complete sidewalk improvements through a combination of public projects and property owner-funded repairs and installations. Consider the creation of a subsidy or assistance program for sidewalk improvements by property owners meeting certain age or income-based criteria.

4.2 ROADWAY LIGHTING SAFETY

Complete and implement the recommendations of the forthcoming New Orleans Roadway Lighting Safety Supplemental Plan, which will:

- Identify locations in the City where insufficient and/or absent roadway lighting is creating roadway safety problems for all users
- Identify areas that may require additional lighting or modified lighting to improve safety for vulnerable users, such as signalized intersections, transit stops, bike share stations, trails, and crossings
- Prioritize projects to address the identified needs and locations
- Identify and recommend best practices for constructing, operating, and maintaining safe and functional roadway lighting in New Orleans, including considerations for specific conditions like storms and urban flooding, theft and vandalism, and an aging existing lighting system

4.3 CONSTRUCTION SITE SAFETY AND ACCESSIBILITY

Develop, update, and enforce requirements, provide guidance, and coordinate with city staff, construction companies, and external stakeholders to promote worker safety and ensure that access for people walking, bicycling, and using transit is maintained during all phases of roadway or site construction, special events, and other temporary closures. Address specific challenges experienced by transit users, such as addressing limited access to busy bus stops during construction with temporary curb ramps and similar accessibility considerations. Consider the following tactics to improve compliance and increase capacity for monitoring:

- Designate city inspector(s) exclusively for work and construction zone compliance
- Conduct regular or random spot checks of known construction sites for hazards and compliance
- Clarify contract language and contractor requirements
- Expand city 311 options to include reporting options for work and construction zone issues

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Multimodal Projects	City of New Orleans New Orleans City Council State Legislators	Number of Projects City/Partner Capacity and Involvement	Staff Capacity Legislative Action Project Funding Plan/Study Data Tools	$$$$	Medium
Multimodal Projects	City of New Orleans	Number of Projects Number of High-Visibility Crossings	Staff Capacity Plan/Study Data Tools	$$$$	Medium
Culture of Safety	City of New Orleans RTA	City/Partner Capacity and Involvement	Staff Capacity Legislative Action Partnerships	$$	Short

4.4 VEHICLE FLEET SAFETY

Develop and implement fleet safety standards and practices, starting with public fleets (e.g., city vehicles, school buses, etc.). Safety features and guidelines to be considered should include:

- Intelligent speed assistance (ISA)
- Audible vehicle turn alerts for pedestrians and VRUs
- Driver alert systems and other tools to reduce unsafe passing, such as extended stop arms for school buses
- Speed and collision monitoring and reporting systems
- Blind zone mitigation, including surround cameras, back up sensors, and in-cab alerts
- Mandatory urban safety and defensive driver training for operators

Explore opportunities to expand fleet safety efforts to private commercial fleets through partnerships and incentives.

5. Guidelines and Standards

5.1 UPDATED ROADWAY DESIGN GUIDE

Update the DPW Roadway Design Guide to align with the City's Safety Action Plan goals and Complete Streets Policy, and include design guidance for safety retrofits, multimodal accommodation, geometric modifications, and speed management approaches—such as speed cushions.

The updated Guide should consider roadway context and how design elements can be used to achieve safe speeds and separation of user modes in space and time. It should incorporate roadway and intersection configurations based on proven safety countermeasures, current national guidance, and best practices, which may include:

- Narrowed lanes and tighter corner radii
- Street trees and visual narrowing of the roadway
- Reduced pedestrian crossing distances and improved visibility for VRUs
- Separated and/or buffered bicycle and pedestrian facilities

Partner with local and state agencies in developing these guidelines to generate consistency and support across departments. Facilitate regular collaboration so that ongoing improvements to the design guide are applied with mutual understanding (e.g., revisions to road classifications, like frontage and access roads, should be made collaboratively by DPW, Planning, LaDOTD, etc.).

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Culture of Safety	City of New Orleans Schools Fleet Operators	Number of Vehicles Outfitted Number of Training Certifications	Project Funding Staff Capacity Partnerships	$$$	Short
Multimodal Projects	City of New Orleans LaDOTD RTA	Number of Projects Average Travel Speeds	Legislative Action Partnerships Plan/Study	$$	Short

6. Implementation and Accountability

6.1 SAFETY DASHBOARD

Upgrade the City's existing dashboard to communicate progress on Safety Action Plan goals, track the status of ongoing projects, and share summary crash data, traffic citation statistics, and similar metrics with geospatial reference points as available. The dashboard should focus on outcomes related to the goal of eliminating fatal and serious injury (FSI) crashes, but it may also be used to track overall project activity and implementation outputs. Consider incorporating "big data" sources to track travel and safety patterns at the corridor or district level, for example speeds and distracted driving.

Metrics should include:

- Number of FSI crashes by mode and percentage of all crashes
- FSI crashes by crash type, manner, and factors
- FSI crashes on and off the High Injury Network and adjacent to communities of concern
- Share of infrastructure investments with roadway safety elements
- Number of safety projects, high-visibility crossings, etc.
- Average travel speeds
- Number of people reached through safety engagement and education activities

6.2 EQUITABLE INVESTMENT IN SAFETY

Prioritize action strategy and safety infrastructure investments in communities of concern (low-income communities, communities of color, immigrant communities, and communities with fewer transportation options), i.e., capital projects, transportation infrastructure and maintenance, and safer street designs. Staff should periodically update its analysis of roadway safety, economic, and health outcomes across New Orleans, prioritizing infrastructure improvements in areas that have the greatest potential to improve social equity. The guidelines informing these decisions should be developed collaboratively with community service providers and marginalized communities to ensure the equitable delivery of improvements.

6.3 COMPLETE STREETS POLICY IMPLEMENTATION

Explore ways to apply the City's Complete Streets Policy to a broader range of infrastructure investments, including incorporating Complete Streets elements into the Capital Improvement Plan process and routine roadway maintenance programs. Pursue a "road-diet first" approach in transportation projects to reduce excess roadway capacity, control vehicle speeds, and increase multimodal connectivity and mobility.

Leverage road safety audit (RSA) data and road condition analysis to identify which approach is most appropriate for a particular street or corridor intersection, including, for example, replacing signalized or stop-controlled intersections with roundabouts where feasible.

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Progress and Transparency	City of New Orleans	City/Partner Capacity and Involvement	Staff Capacity Data Tools	$$	Short
Culture of Safety	City of New Orleans RTA	Number of Projects Share of Safety Investments	Staff Capacity Project Funding Partnerships Plan/Study	$	Short
Multimodal Projects	City of New Orleans	Number of Projects Number of RSAs Share of Safety Investments	Legislative Action Project Funding Data Tools	$$	Immediate

6.4 NEW ORLEANS SAFETY PARTNERSHIP

Align existing leadership structures, work groups, and committees focused on transportation safety under a public-private partnership that fosters collaboration, accountability, and continuity across changing city leadership and administrations. This "safety partnership" should be inclusive of government agencies, public institutions, and private and nonprofit-sector organizations; it should have clearly defined roles and responsibilities and be supported with funding and staffing resources to complete its duties.

Current efforts that should be considered include, but are not limited to, the following groups leading the development of the New Orleans SAP and other safety-related projects:

- SAP Project Advisory Committee
- Complete Streets Working Group
- Fatality Review Group/Committee

The safety partnership's core function should be to ensure that roadway safety is built into all public and private investments in infrastructure, and that policy and programming efforts across the City are focused on the goal of eliminating deaths and serious injuries by 2041. It should establish a reporting and advisory relationship with the City Council and other relevant boards and publish an annual report documenting the implementation, prioritization, and funding of the Safety Action Plan throughout the year, outlining crash data and other safety metrics for transparency and accountability. It should celebrate the success of its members and partners.

Additional considerations should include:

- The formation of a Safety Subcommittee or Task Force to coordinate road safety audits and safety recommendations at high FSI locations
- Establishing a Neighborhood Traffic Calming Program
- An annual New Orleans Safe Streets Summit

7. Coordination and Partnership

7.1 LaDOTD COORDINATION

Coordinate with LaDOTD to improve local involvement in the Highway Safety Improvement Program (HSIP) and other state programs at the project selection and scoping phase. Increased collaboration between the City and State should be used to facilitate city project prioritization, ensure consistency with state eligibility requirements, and queue up key areas for consideration. These engagements should include:

- Annual submission of the City's highest safety priority locations (based on crash and risk data) on state routes to inform High Potential for Safety Improvement (HPSI) List
- Opportunities for the City to review and inform early stage (Stage 0) project scopes for projects in LaDOTD District 02, including additional in-depth crash data analysis, near misses, VRU needs, design considerations, etc.
- Ways to include safety-focused interventions in New Orleans across other state-sponsored programs, including maintenance (e.g., pavement preservation) and operations

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Culture of Safety	City of New Orleans Non-Profit Partners For-Profit Partners	Share of Safety Investments City/Partner Capacity and Involvement	Staff Capacity Project Funding Partnerships	$	Immediate
Multimodal Projects	City of New Orleans LaDOTD RPC	Number of Projects	Partnerships Plan/Study	$	Immediate

7.2 COLLABORATIVE COMMUNITY ENGAGEMENT

Foster interagency coordination during community engagement processes for transportation and safety projects. Collaborate with community leadership, nonprofit groups, and other grassroots organizations to share safety related information and gather stakeholder input for road safety projects—especially in low-income areas and communities of color.

Work with planning and funding partners (i.e., transit agencies, regional organizations, schools, emergency response, state agencies, etc.) to advance the relevant recommended New Orleans Safety Action Plan strategies through their own projects, programs, and operations.

7.3 PILOT AND DEMONSTRATION PROJECTS

Support community-identified short-term, pilot, or tactical urbanism projects on local neighborhood streets to help communities make changes that address safety concerns, using low-cost interventions such as:

- Repainting faded or missing pavement markings
- Rubber boarding islands, raised crossings, etc.
- Vertical elements (delineators, pavement applications, etc.)
- Landscaping, public art, and other placemaking elements

Deploy these pilot projects according to selection criteria weighted by impact, equity, cost, and geographic distribution. Criteria should include consideration of:

- Neighborhood/community support for safety interventions
- Presence of safety issues, including crashes, speeding, and near-misses
- Proximity to pedestrian activity generators, such as schools, libraries, parks, commercial areas
- Feasibility of implementation and connection to active transportation infrastructure

7.4 TRANSPORTATION SAFETY COORDINATOR

Create a management level staff “Transportation Safety” coordinator position within City government tasked with promoting collaboration, managing implementation, and evaluating transportation safety progress across agencies and organizations. This position should be supported by cross-departmental staff assigned to the collaborative implementation of this Plan and may provide additional support in regional and state-level planning and implementation processes.

Additionally, assess and consider increasing departmental capacity by redesignating or creating new positions dedicated to planning, designing, and implementing the Safety Action Plan and its projects.

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Culture of Safety	City of New Orleans LaDOTD RTA Non-Profit Partners New Orleans City Council	Number of People Reached Share of Safety Investments	Staff Capacity Partnerships	$	Immediate
Multimodal Projects	City of New Orleans LaDOTD	Number of Projects Number of People Reached Share of Safety Investments	Staff Capacity Project Funding Partnerships Plan/Study Data Tools	$$	Short
Culture of Safety	City of New Orleans New Orleans City Council	City/Partner Capacity and Involvement	Staff Capacity	$$	Short

8. Emergency Response and Enforcement

8.1 EMERGENCY RESPONSE COORDINATION

Support proactive coordination between agencies to promote innovative approaches to emergency response and enforcement, specifically to:

- Investigate hit and runs, systemic crash trends, and other high-risk behaviors on the roadway.
- Explore upgraded/expanded use of Computer-Aided Dispatch (CAD) and Automated Vehicle Location (AVL) systems and other emerging technology to enable quick coordination between first responders and dispatchers, coordinate signal preemption and advance warning systems, and set safety infrastructure priorities that improve emergency response metrics.
- Update the City's protocol for crash data reporting and documentation. Partner with enforcement and emergency responders to incorporate the Safety Action Plan's goals into their post-crash care procedures.

8.2 STRATEGIC TRAFFIC ENFORCEMENT

Increase the complement of officers assigned to the NOPD Traffic Division to increase strategic traffic enforcement and investigations, deprioritizing minor violations (e.g. cracked windshields, tail lights) to focus instead on leading behaviors that contribute to severe crashes on New Orleans streets (e.g. "Focus on the Five"):

- Speeding
- Distracted and Impaired Driving
- Red-light and Stop Sign Running
- Aggressive Driving
- Illegal Parking in Bike Lanes, Sidewalks, Transit Stops, and Corner Zones

Expand the use of Red Light Enforcement safety cameras beyond the ten current locations, focusing on eligible roadways on the City's Priority Safety Network and update city policy, revenue sharing agreements, and vendor contracts to direct any revenue from violations to increasing staff capacity for strategic traffic safety enforcement and safety-focused programming. Track legislative and legal action and seek revisions to state and local policy related to the use of Speed Enforcement / School Zone Enforcement safety cameras. Similarly, explore the dedication of speed camera revenue to expand staff capacity, safety programming, and Safe Routes to School.

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Culture of Safety	City of New Orleans LaDOTD	City/Partner Capacity and Involvement	Staff Capacity Project Funding Partnerships Data Tools	$	Short
Safe Speeds	City of New Orleans LaDOTD New Orleans City Council State Legislators	City/Partner Capacity and Involvement Policy and Program Changes	Staff Capacity Legislative Action Project Funding Data Tools	$$	Short

9. Communication and Education

9.1 SAFETY ACTION PLAN TRAINING

Host safety-focused trainings for staff who will lead or support the Safety Action Plan's implementation, including local and regional government staff, elected officials, LaDOTD project managers, consultants, and community organizations. Topics should include:

- Safety-focused communications and engagement training for public relations and outreach staff and partners
- Complete Streets and safety countermeasure design training for planning and engineering staff
- State and local laws regarding safety for people walking, rolling, and bicycling in orientation and ongoing training requirements for NOPD staff

Ensure consistency with the language and messaging included in the Safety Action Plan to ensure consistency when interacting with the media, community, and state partners—including multilingual translations as needed.

Engage the New Orleans Regional Planning Commission as a key partner for design trainings.

9.2 PUBLIC COMMUNICATIONS CAMPAIGN

Develop a comprehensive multimedia public communications safety campaign to educate the community and promote transportation safety for all roadway users and all modes. Key considerations and tactics should include:

- Stories of the personal and social impacts of traffic violence, neighborhood and project success stories, and messaging from trusted community leaders
- Content tailored to specific audiences and platforms, including short-form video, earned media, and social media content, targeted print media, radio, television, ArcGIS StoryMaps, and streaming services
- Outreach to media partners to report traffic crashes more accurately and avoid victim blaming, specifically for VRUs
- Messaging and media targeting drivers to promote safer driving, reduce driver distractions, and improve yielding to pedestrians and other VRUs
- Use languages, messaging, and ambassadors representative of the cultural, generational, and demographic diversity of New Orleans

Key themes and messages should include:

- Crashes, not accidents—traffic violence is preventable
- Clear association between vehicle speed and survival rates in crashes, especially for VRUs (e.g., "speed kills")
- Content focused on traffic laws and new infrastructure related to VRUs (e.g., pedestrian right of way in crosswalks and at pedestrian beacon crossings, details on protected intersections, bus rapid transit, and new bicycle facilities)
- Roadway safety is shared/everyone's responsibility (e.g., "safer together," "get there together")
- Focus on highest-risk behaviors—speeding, red light/stop sign running, distracted driving
- Respecting your neighbors and community on the roadways

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Culture of Safety	City of New Orleans LaDOTD RPC	Number of Trainings and Education Sessions	Staff Capacity Partnerships	$	Immediate
Culture of Safety	City of New Orleans Louisiana Highway Safety Commission	Number of Projects Share of Safety Investments	Staff Capacity Project Funding Partnerships	$$$	Short

9.3 ACTIVE MOBILITY PROGRAMMING

Support activities and events that build capacity and enthusiasm for year-round active mobility, such as Bike to Work Day (BTWD), Walk to School, car-free challenges, celebrity rides, Open Streets, or others that promote active transportation, transit, shared mobility, and non-SOV commutes/trips.

Partner with local sponsors and businesses to help organize, advertise and facilitate special events like BTWD, Ruby Bridges Day, Bike Mardi Gras, a Week without Driving, Open Streets events, and more.

9.4 SAFE DRIVER EDUCATION AND PROGRAMMING

Review, adapt, and implement educational programming focused on increasing driver awareness of traffic laws, safe driving techniques, and respect for other roadway users. Utilize existing training materials where available (e.g., NSC, AAA, Together for Safer Roads, etc.) to build on best practices, and to optimize staff time during the preparation and delivery of training sessions. Topics and target audiences should include:

- Traditional Drivers Education focused on newer drivers
- Safety-focused driver training through fleet managers and private-sector partnerships
- Continuing Drivers Ed programming—can be implemented through courts for targeted driving offenses, etc.
- Expansion of Bike Easy's safe driver training
- Coordination with vehicle safety inspections

Identify funding and other resources to support community partnerships in promoting safe driving and educational activities.

- Programming should consider ability to pay and develop income-based pricing/assistance for costs associated

9.5 SAFE ROUTES TO SCHOOL

Prioritize safety infrastructure investments and countermeasures in and around school zones across the City.

Encourage Safe Routes to School programs across New Orleans' elementary, middle, and high schools. Partner with Bike Easy, NOHD, NOPD, and school PTOs to identify appropriate programs for each school. Highlight and support special events that promote active mobility and bike safety within the curriculum (e.g., Bike to School Day (BTSD), Bike Buses, Ruby Bridges Day, etc.).

Expand the number of K-12 schools that use School Travel Safety Plans and include information on RTA bus and streetcar operations where school bus service is limited. Coordinate with school officials to support regular vehicle inspections, fleet safety training, and driver's education. Incorporate NOHD and Bike Easy as education partners and program sponsors when appropriate (e.g., crossing guard training and supplies, new driver education, bike trains and walking school buses, etc.) to highlight the connection between safety, health, and active mobility.

Focus Area	Leaders	Outputs and Metrics	Implementation Needs	Cost	Time
Culture of Safety	City of New Orleans Non-Profit Partners	Number of People Reached Number of Events	Staff Capacity Partnerships	$	Immediate
Culture of Safety	City of New Orleans Louisiana Highway Safety Commission Louisiana Office of Motor Vehicles New Orleans Traffic Court Non-Profit Partners RPC	Number of Trainings and Education Sessions Number of People Reached	Project Funding Partnerships	$$	Short
Culture of Safety	City of New Orleans Schools Non-Profit Partners	Number of Infrastructure Projects Number of Behavior-Based Programs Number of People Reached Share of Safety Investments	Staff Capacity Project Funding Partnerships Plan/Study	$$$	Short

Priority Infrastructure Project Locations

To achieve New Orleans' goal of eliminating fatal and serious injury crashes, the Safety Action Plan focuses investments where they can save the most lives. The City's High Priority Network and Priority Safety Projects were developed to identify the corridors and intersections with the greatest roadway safety needs—and the highest potential for impact—through a transparent, data-driven, and community-informed process.

A Targeted Approach to Safety Investment

The Priority Projects list and accompanying map provide actionable infrastructure recommendations and planning-level construction cost estimates. The proposed improvements aim to advance the Safety Action Plan's commitment to safer streets for all users, with an emphasis on vulnerable road users.

Project locations were identified using multiple complementary inputs, including:

- The City's High Injury Network (HIN)
- Risk assessments highlighting systemic safety concerns
- Community engagement and stakeholder input
- A focus on locations with the greatest need and opportunity for measurable crash reduction

Interstates and access-controlled expressways were excluded from this prioritization effort due to the City's limited control over those facilities. Strategies for reducing fatal and serious injury crashes on those roadways are addressed through state-level safety planning and programs such as the SAP and HSIP (e.g., US90B).

Building the Priority Network

The process began with corridors included on both the all-modes and vulnerable road user High Injury Networks. Candidate locations were then evaluated using a scoring framework developed in partnership with the Project Advisory Committee to ensure alignment with local priorities and equity goals.

Projects were scored out of 100 points, with criteria including:

20 points each for:

- Location on the High Injury Network
- Location on either identified Risk Network
- Placement within an area of high disadvantage (including persistent poverty)

10 points each for:

- Inclusion in the City's Speed Management Program priorities
- Identification through stakeholder and public input (online maps, surveys, workshops)

This approach produced a draft Priority Network map highlighting the most critical corridors and intersections citywide.

Refining Projects for Implementation

Following initial scoring, the Priority Network was refined into a set of continuous corridor projects and intersection-specific safety improvements. A high-level review of crash types, travel modes, and roadway characteristics informed the development of targeted infrastructure recommendations.

Each project includes a planning-level opinion of probable construction cost to support near-term implementation and investment planning. As projects move forward, extents and specific design elements should be evaluated and adjusted as needed.

Advancing Toward Zero

Through this structured prioritization process, the New Orleans Safety Action Plan establishes a clear roadmap for directing safety investments where they are most urgently needed—supporting equitable outcomes, reducing risk for vulnerable road users, and accelerating progress toward the elimination of fatal and serious injury crashes by 2041.

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Airline Highway (US 61)	Cecil to Edinburgh	60.0	0.16	Lane narrowing; Access management (consider turn restriction impacts on intersecting and parallel neighborhood streets); Curb extensions, high visibility crosswalks, and pedestrian beacon at locations serving bus stops	$1,618,040
Basin Street	Canal to Claiborne	72.5	0.72	Curb extensions, and signal timing/ phasing improvements including LPI at signalized intersections, particularly at Conti, St Louis, and Crozat; Formalize consistent separated bikeway design along the corridor; Coordinate with planned transit and bikeway improvements	$1,898,520
N Broad Street (US 90)	Canal to Treasure	70.6	2.07	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including LPI and turn restrictions at signalized intersections; Formalize consistent bikeway design along corridor, including conflict markings through intersections; Consider additional high-visibility crosswalks with signage, lighting, and beacons at high-pedestrian locations	$5,500,760
S Broad Street	Fontainebleau to Canal	69.6	1.51	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including LPI at signalized intersections; Formalize consistent bikeway design along corridor, including conflict markings through intersections, signage at highway ramps, and adding vertical barriers to bike lane on overpass; Narrow travel lanes along corridor; Consider additional high-visibility crosswalks with signage, lighting, and beacons at high-pedestrian locations such as Fourth Street; Consider roadway and intersection reconfiguration between MLK Jr. Blvd and Fontainebleau	$5,153,100

TABLE 2 Priority Projects

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Calliope Street	Earhart to Annunciation	71.2	0.76	Mountable aprons or painted curb extensions across intersecting streets to narrow pedestrian crossing distance and reduce turning speed and conflicts; formalize median refuge islands and traffic islands at intersections; Consider shifting crosswalks to mid-block along side streets for high-conflict turning locations such as truck routes	$1,169,640
Camp Street	Calliope to Poydras	68.6	0.54	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including LPI and No Turn on Red at signalized intersections	$529,600
Canal Street	Claiborne to Convention Center	71.1	1.04	Lane treatments and demarcation (lane striping, edge lines, and lane narrowing); Establish 25 mph speed limit; Confirm turning restrictions (No Turn on Red) at all intersections; Update and maintain signage, lighting, and crosswalk striping along the corridor	$2,645,000
Canal Street	Carrollton to Claiborne	70.7	1.75	Lane treatments and demarcation (lane striping, edge lines, and lane narrowing or reconfiguration); Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including LPI and No Turn on Red at signalized intersections; Curb extensions, high visibility crosswalks, crosswalks signage at uncontrolled intersections serving streetcar stops	$4,548,600
S Carrollton Avenue	Earhart to Canal	69.6	1.27	High visibility crosswalks, LPI, and yield to pedestrians signage at signalized intersections; High visibility crosswalks, signage, and consider beacons at mid-block crossings serving bus stops; Pedestrian accessibility improvements through I-10 interchange, including raised crossing in slip lane at Palmetto; Consider narrowing/consolidating driveways in close proximity to crosswalks	$2,411,360

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
S Carrollton Avenue	Oak to Earhart	69.4	1.30	High visibility crosswalks, including signage, at Claiborne and high-ridership transit stops; Consider speed limit reduction to 25 mph; Curb extensions and crosswalk improvements at Oak and Belfast	$2,198,400
N Claiborne Avenue (LA 39)	Elysian Fields to Poland	62.3	2.13	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including pedestrian signals, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; High visibility crossings, signage, and consider pedestrian beacon or signalization at uncontrolled intersections serving bus stops; Consider ADA ramp and crossing improvements at approaches to railroad overpass	$2,241,440
N Claiborne Avenue (LA 39)	Poland to Angela / St Bernard Parish	60.0	1.51	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including pedestrian signals, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; High visibility crosswalks and signage at uncontrolled intersections serving bus stops	$2,659,450
S/N Claiborne Avenue (LA 39 / US 90)	Tulane to Elysian Fields	80.8	2.21	High visibility crosswalks and signal timing/phasing improvements including LPI and Yield to Pedestrians/No Turn on Red at signalized intersections; High visibility crossings, signage, and consider pedestrian beacon or signalization at key unsignalized locations serving school zones and bus stops, such as St Philip	$4,781,177

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
S Claiborne Avenue (US 90)	Nashville to Earhart	72.0	1.86	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including pedestrian signals, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; High visibility crosswalks, crosswalk lighting, and signage at uncontrolled intersections serving bus stops	$2,211,840
S Claiborne Avenue (US 90)	Leonidas to Carrollton	70.0	0.36	Curb extensions, high visibility crosswalks, and signal timing/ phasing improvements including pedestrian signals, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; High visibility crosswalks, crosswalk lighting, and signage at uncontrolled intersections serving bus stops	$2,953,280
Crowder Boulevard	I 10 to Morrison	70.0	0.32	High visibility crosswalks, and signal improvements including pedestrian signals, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; Consider additional high-visibility pedestrian crossing and beacon at Huntington Park Dr; Extend no parking areas at corners to improve sightlines; Reconfigure parking lot access across sidewalk at northwest end	$896,640
Earhart Boulevard (LA 3139)	Monroe to Washington	64.1	1.19	High visibility crosswalks and signal improvements including LPI and Yield to Pedestrians/No Turn on Red signage at signalized intersections; High visibility crosswalks, refuge islands, crosswalk lighting, and signage or pedestrian beacon at uncontrolled intersections serving bus stops and high-pedestrian locations, such as Fern St; Maintenance and landscaping to improve sightlines at curves	$2,635,520

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Elysian Fields Avenue (LA 3021)	Gentilly to Robertson	63.1	1.84	High visibility crosswalks and signal improvements including LPI and Yield to Pedestrians/No Turn on Red signage at signalized intersections; High visibility crosswalks, refuge islands, crosswalk lighting, and signage or pedestrian beacon at uncontrolled intersections serving bus stops and high-pedestrian locations	$2,895,440
Esplanade Avenue	Crete to Rocheblave	70.0	0.30	Lane narrowing and curb extensions; High visibility crosswalks and signage at signalized and mid-block crossings; Signal improvements and Yield to Pedestrians/No Turn on Red signage at Broad St; study speed limit reduction to 25 mph and consider installing bike lane separation; Consider geometric improvements at skew intersections	$818,571
General De Gaulle (LA 428)	LB Landry to Woodland	64.3	3.34	Sightline improvements (landscaping and obstructions) at on/off ramps and intersections; Extend pedestrian infrastructure to serve bus stops; High visibility crosswalks, signage (Yield to Pedestrians, etc.), lighting, and geometric improvements (traffic islands and refuges, e.g.) at intersections	$4,135,760
Gentilly Boulevard / Bayou Road / Columbus Street (US 90)	N Broad to France	70.0	3.95	Lane reduction and formalized curb extensions, bike lane buffers, refuge islands, and traffic islands and consider speed limit reduction to 25 mph between Esplanade and St Bernard/De Saix; Study geometric improvements, including possible conversion to roundabout at St Bernard/De Saix intersection; High visibility pedestrian crossings, signage, and signal improvements (LPI, No Turn, etc.) east of St Bernard at signalized intersections and bus stop locations; Enhanced delineation at curves, wider edge lanes, and lane narrowing	$8,712,960

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Gentilly Boulevard / Chef Menteur Highway (US 90)	France to Old Gentilly	67.8	7.38	Construct pedestrian infrastructure and high-visibility crosswalks at locations served by bus transit; Improve signal phasing/timing and add pedestrian signals and signage at signalized intersections; Consider geometric improvements (traffic islands and median refuges, e.g.) to reduce turning conflicts and increase pedestrian safety; Enhanced delineation at curves, wider edge lanes, and lane narrowing	$21,371,840
Hayne Boulevard (LA 47)	Downman to Paris	60	5.80	Roadway reconfiguration and speed limit reduction to 35 mph; Bus stop and accessibility improvements; Consider two-way separated bikeway and bus stops on lakeside; Infill sidewalk network; High-visibility crosswalks and curb extensions; Access management	$13,279,160
I-10 East Service Roads (North and South) / Basinview Drive	Dwyer / Lamb to Paris	69.6	5.52	Enhanced delineation for horizontal curves, wider edge lines, pedestrian crossing improvements; Replace large gore areas with truck aprons to reduce speeds and pedestrian exposure from small vehicles; construct missing sidewalk/shared use path connections, including bridges	$12,917,825
Loyola Avenue / Elk Place	Calliope to Canal	74.2	0.90	Curb extensions at intersections and mid-block crossings; Signal improvements including LPI and Yield to Pedestrians/ No Turn on Red signage at signalized intersections where not currently installed; Consider lane reconfiguration, separated bikeways, and speed limit reduction to 25 mph; Consider pedestrian beacon at high-traffic mid-block pedestrian crossings	$4,146,200

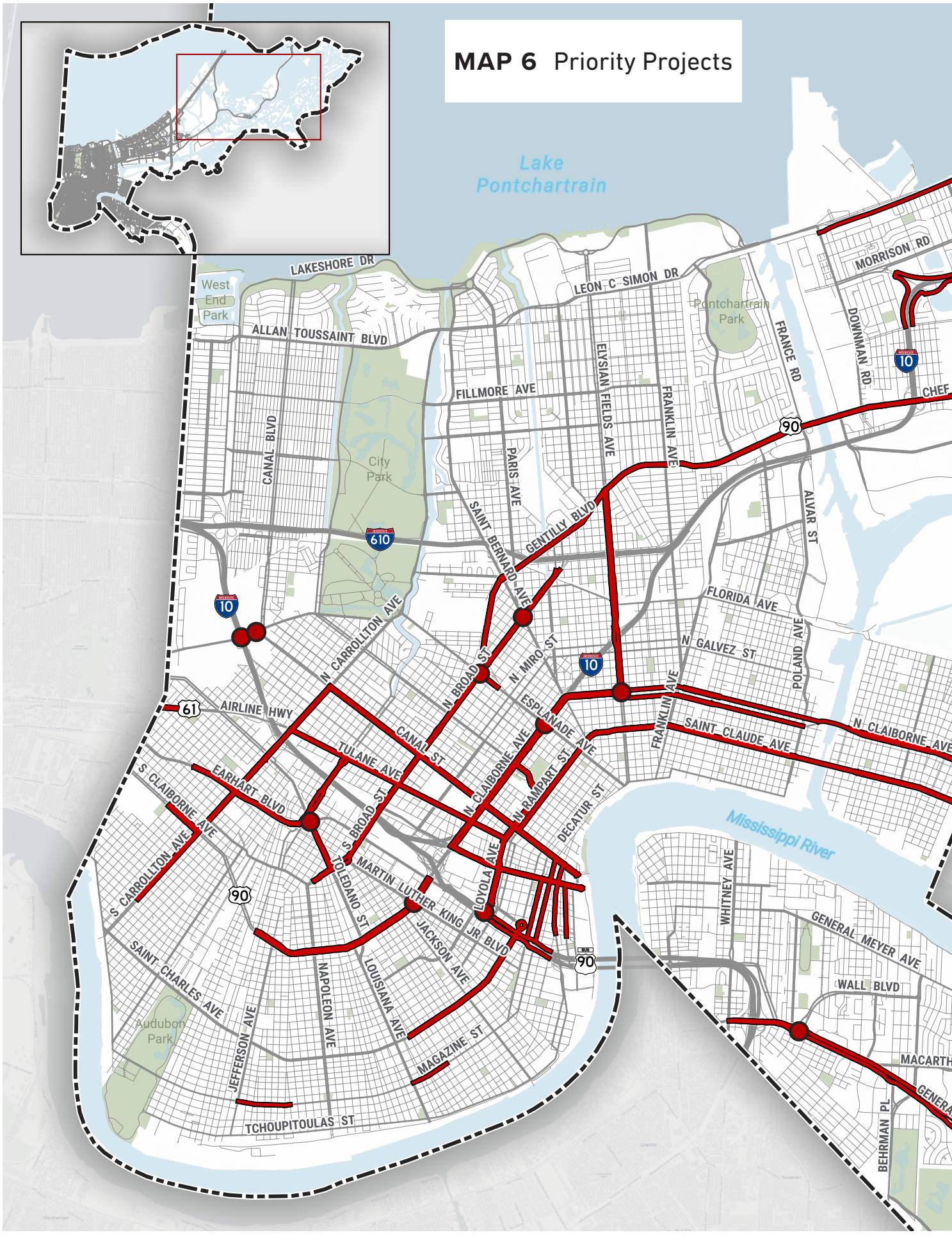
Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Magazine Street	Jefferson to Lyons	70.0	0.81	Intersection safety improvements, high visibility crosswalks, curb extensions; Consider speed limit reduction to 25 mph	$2,038,900
Magazine Street	Calliope to Canal	69.3	0.77	Curb extensions and high-visibility crosswalks and signage, signal improvements (LPI and No Turn on Red) at signalized intersections; Reduce vehicle lane widths and add to bicycle lane width	$1,386,160
S Norman C Francis Parkway	D'Hemecourt to Earhart	68.4	0.74	Curb extensions at trail crossing of Tulane; Raised trail crossing and signage at trail crossings of Drexel and Calliope; Geometric improvements, high-visibility crosswalks, bike lane conflict markings, and signal improvements (LPI and/or bike/walk-only phase) at Washington and Earhart	$1,663,520
S Peters Street	Andrew Higgins to Poydras	60.0	0.44	Pedestrian signal timing improvements, corner turn wedges, repaint high visibility crosswalks, curb extensions	$416,420
Poydras Street	Claiborne to Convention Center	72.3	1.29	Signal and signage improvements - protected turns, LPI, No Right on Red, and increased pedestrian phase; Consider enhanced conflict marking through intersections for side streets with bicycle lanes; Consider speed limit reduction to 25 mph	$4,317,400
N Rampart Street	Canal to St Bernard	70.0	1.02	Curb extensions and high-visibility crosswalks and signage, signal improvements (LPI and No Turn on Red) at intersections; Provide separated two-way bicycle lane; Consider additional signals at high pedestrians and transit use intersections; Reduce vehicle lane widths; Consider speed limit reduction to 25 mph	$5,021,686

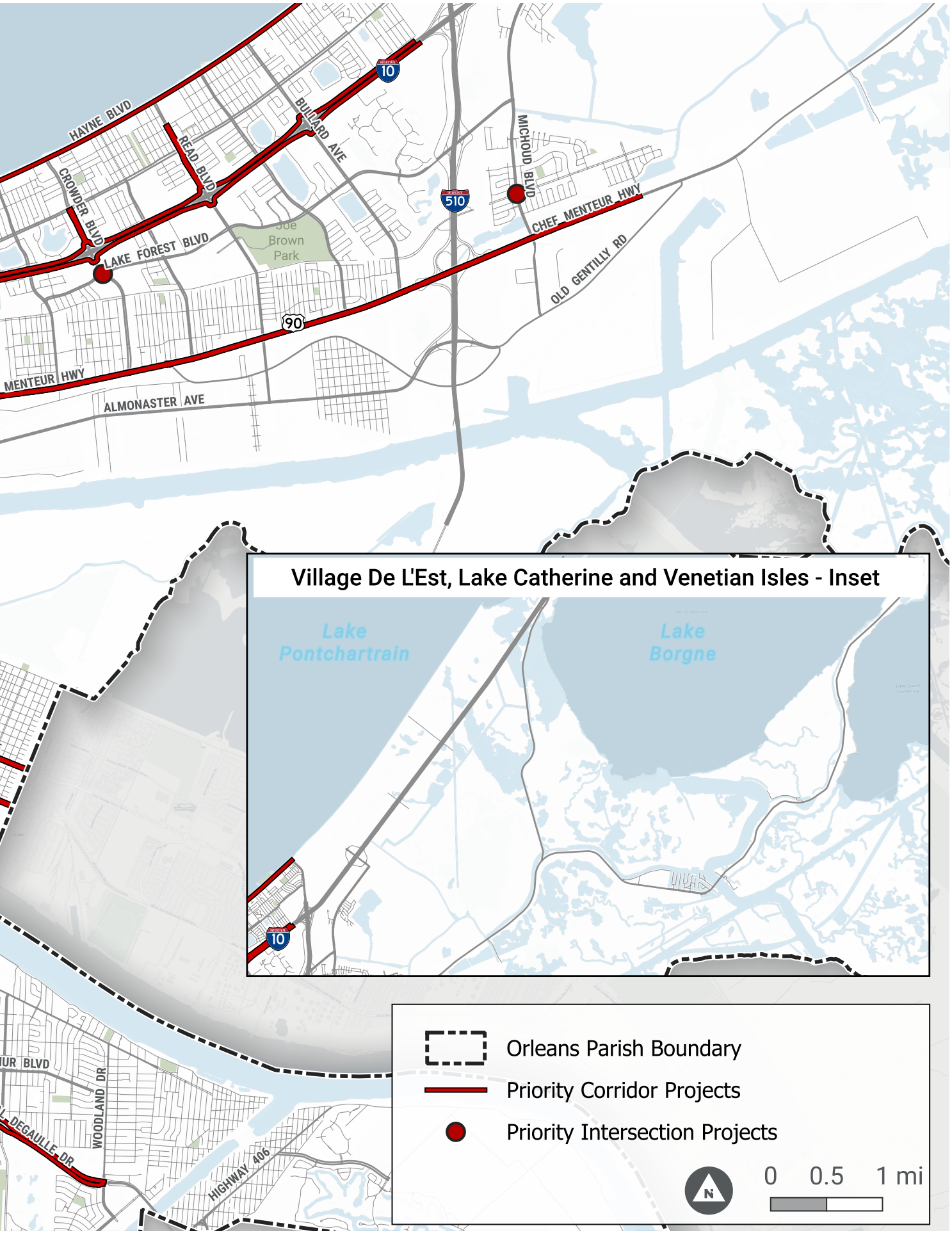
Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Read Boulevard	I-10 to Hayne	61.4	0.62	Lane reduction and separated bikeway; Maintain high-visibility crosswalks; Signal improvements including LPI and Yield to Pedestrian signage; Install four-way stop, curb extensions, and high-visibility crosswalks at Andover/Plainfield; Install high-visibility crosswalks, curb ramps, and pedestrian signal improvements at Morrison; Convert intersection at Carter/ Curran to all-way stop	$2,050,308
N Robertson Street / N Claiborne Avenue (LA 39)	Elysian Fields to Poland	64.3	2.04	High visibility crosswalks and signal timing/phasing improvements including LPI and Yield to Pedestrians/No Turn on Red at signalized intersections; High visibility crossings, signage, and consider pedestrian beacon or signalization at key unsignalized locations serving school zones and bus stops	$2,135,520
St Charles Avenue	Harmony to Howard	69.1	1.50	Curb extensions, intersection reconfigurations, bikeway crossing markings, signal timing/ phasing improvements, consider enhanced warning to prevent conflicting turns (given streetcar through this corridor)	$7,550,268
St Claude Avenue (LA 46)	Poland to Angela / St Bernard Parish	70.0	1.58	High visibility crosswalks, signage, and LPI at locations serving bus stops and major destinations; Lane narrowing; Increase separation for bicycle lane; Consider curb extensions at high-pedestrian locations	$2,968,248

Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
St Claude Avenue (LA 46)	St Bernard to Poland	70.0	1.94	Access management, separated bike lanes, curb extensions, railroad crossing improvements at Press St/Murray/Homer Plessy Way	$6,784,676
Tchoupitoulas Street	Andrew Higgins to Canal	64.0	0.64	High visibility crosswalks, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; Curb extensions; Geometric improvements at Andrew Higgins/Annunciation intersection	$1,422,104
Tulane Avenue (US 61)	Broad to Loyola / Elk	71.1	1.08	High visibility crosswalks, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; Curb extensions at signalized intersections (where not present) and at unsignalized bus stop crossing locations; Transit stop improvements, including in-lane boarding with floating or curb extension landing areas	$2,342,500
Tulane Avenue (US 61)	Carrollton to Broad	70.0	1.08	High visibility crosswalks, LPI, and Yield to Pedestrians/No Turn on Red signage at signalized intersections; Curb extensions at signalized intersections (where not present) and at unsignalized bus stop crossing locations; Transit stop improvements, including in-lane boarding with floating or curb extension landing areas	$3,086,300
Washington Avenue	Earhart to S Broad	70.6	0.48	Lane narrowing and curb extensions, including formalized parallel/angled parking; High visibility crosswalks and signage at signalized and mid-block crossings; LPI and Yield to Pedestrians/No Turn on Red at signalized intersections; Consider adding separated bikeway	$4,291,769

Intersection Name	Priority Score (Avg)	Proposed Safety Countermeasures	Opinion of Probable Cost
Canal Street and City Park Avenue	60	LPIs and Turning Vehicles Yield to Pedestrians signage, Increase all-red phase to allow vehicles to clear intersection	$545,276
Crowder Boulevard and Lake Forest Boulevard	60	Signal timing improvements, backplates, traffic calming, pedestrian improvements	$465,152
Dwyer Boulevard and Michoud Boulevard	60	Curb extensions and crosswalk improvements; Convert to all-way stop	$614,840
Earhart Boulevard - Washington Avenue - S Norman C Francis Parkway	100	Signal improvements, lane demarcation, pedestrian improvements, traffic calming, continuation of Norman C Francis Trail through intersection; Geometric improvements	$854,258
Elysian Fields Avenue (LA 3021) and N Claiborne Avenue (LA 39)	90	High-visibility crosswalks and curb extensions, LPIs with Yield to Pedestrians or No Turn on Red signage	$608,878
Esplanade Avenue and N Broad Street	90	Signal improvements, review timing and yield phase, consider larger semaphores for improved visibility, pedestrian improvements, LPIs, curb extensions, bus stop improvements	$799,498

Intersection Name	Priority Score (Avg)	Proposed Safety Countermeasures	Opinion of Probable Cost
Esplanade Avenue and N Claiborne Avenue (LA 39)	90	LPIs and Turning Vehicles Yield to Pedestrians signage, Bicycle conflict markings through intersection	$357,370
General De Gaulle Drive (LA 428) - Shirley Drive - Wall Boulevard	70	Signal timing improvements, yield to pedestrians in crosswalk signage, geometric improvements to pedestrian and bicycle crossing of Shirley	$1,684,850
Loyola Avenue and Calliope Street/ Earhart Boulevard	90	Signal improvements, lane demarcation, pedestrian improvements, traffic calming, continuation/upgrade of Loyola Ave bikeways through interchange	$1,233,472
Metairie Road (LA 611-9) and Ponchatrain Boulevard	70	Lighting, bus stop improvements, pedestrian accessibility improvements; Bus lane and stop improvements; Improved signage and delineation restricting unauthorized vehicle access	$1,131,764
N Broad Street (US 90) and St Bernard Avenue	90	Signal improvements, lane demarcation, crosswalk improvements, traffic calming; Evaluate potential for access management, reconfiguration of multiple intersecting streets	$703,210
S Claiborne Avenue (US 90) and Martin Luther King Jr Boulevard	90	Driveway access management on approaches, Review intersection signage, Signal timing improvements and LPI, High-visibility crosswalks and bicycle lane conflict markings through intersection	$902,130


MAP 6 Priority Projects
Lake Pontchartrain
LAKESHORE DR
West End Park
ALLAN TOUSSAINT BLVD
LEON C SIMON DR
Pontchartrain Park
MORRISON RD
DOWNMAN RD
FRANCE RD
FILLMORE AVE
ELYSIAN FIELDS AVE
FRANKLIN AVE
CANAL BLVD
City Park
PARIS AVE
SAINT BERNARD AVE
GENTILLY BLVD
ALVAR ST
610
10
90
FLORIDA AVE
N CARROLLTON AVE
N BROAD ST
N MIRO ST
N GALVEZ ST
POLAND AVE
61
AIRLINE HWY
ESPLANADE AVE
FRANKLIN AVE
SAINT CLAUDE AVE
N CLAIBORNE AVE
CANAL ST
TULANE AVE
N CLAIBORNE AVE
N RAMPART ST
DECATUR ST
S CLAIBORNE AVE
EARHART BLVD
S BROAD ST
S CARROLLTON AVE
TOLEDANO ST
MARTIN LUTHER KING JR BLVD
LOYOLA AVE
Mississippi River
WHITNEY AVE
GENERAL MEYER AVE
SAINT CHARLES AVE
JACKSON AVE
NAPOLEON AVE
LOUISIANA AVE
WALL BLVD
Audubon Park
JEFFERSON AVE
MAGAZINE ST
MACARTH
BEHRMAN PL
TCHOUPITOULAS ST


HAYNE BLVD
CROWDER BLVD
READ BLVD
BULLARD AVE
10
510
MICHOUD BLVD
CHEF MENTEUR HWY
OLD GENTILLY RD
LAKE FOREST BLVD
Joe Brown Park
90
MENTEUR HWY
ALMONASTER AVE
Village De L'Est, Lake Catherine and Venetian Isles - Inset
Lake Pontchartrain
Lake Borgne
10
WOODLAND DR
DEGAULLE DR
HIGHWAY 406
Orleans Parish Boundary
Priority Corridor Projects
Priority Intersection Projects
N
0 0.5 1 mi