



New Orleans, LA



06

Implementation and Next Steps

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.

This Plan includes strategies, actions, and priority projects that will help increase roadway safety in the City of New Orleans. The City's ability to make real and meaningful progress to eliminate fatal and serious injury crashes requires more than creating a document. This Plan must be embraced, discussed, emphasized, and reinforced every day as decisions are made, projects are built, and people move around their community. Ultimately, this Plan is designed to be a living document that unites people across agencies, departments, and organizations, to prioritize the Safe System Approach and build a culture of safe streets in New Orleans.

Sharing Responsibility for Safety

The New Orleans Safety Action Plan represents a bold commitment: **15 YEARS to ZERO**. By 2041, the City of New Orleans and its transportation partners will eliminate traffic deaths and serious injuries on our streets. With the completion and adoption of this Plan, the City has taken a crucial step toward the vision that **all New Orleans streets are safe for users of all ages and abilities**. But a plan alone does not save lives—implementation does. This Chapter outlines the path forward to ensure that the strategies, projects, and partnerships identified throughout this document translate into meaningful, sustained action on the ground.

The urgency of this work is clear. In 2024, although serious injury crashes declined by 8%, showing some progress, fatalities remained steady while overall crashes rose over 11%. These are not isolated tragedies; they reflect systemic conditions that demand a systemic response. Achieving zero will require a fundamental shift in how transportation decisions are made, valuing safety over speed and proactively addressing risk rather than waiting for crashes to occur.

Implementation will require an all hands on deck approach. Traffic safety is a shared responsibility, and progress depends on strong coordination between city departments, state and regional partners, advocacy organizations,

community leaders, and residents themselves. No single agency or group can achieve safer streets on its own. Responsibility is shared across city government, LaDOTD, law enforcement, first responders, schools, businesses, local agencies, and the people driving, walking, and bicycling in New Orleans. Design decisions, policy choices, and individual behaviors all contribute to safety outcomes.

The action strategies presented in Chapter 5 provide much of what is needed to embed safety systemically into how New Orleans plans, designs, builds, operates, and maintains its transportation network. Clear leadership, dedicated staff capacity, and sustained collaboration will be essential to deliver projects, align investments, and maintain momentum across changing administrations and priorities.

The Safety Action Plan also identifies a significant need for investing in infrastructure, culture change, and leadership over the next 15 years. The Priority Safety Projects and supporting systemic countermeasures represent a planning-level construction cost estimate in the range of \$175–\$200 million, reflecting the scale of change required to retrofit high-injury corridors, improve crossings, manage speeds, and close critical multimodal network gaps.

Because resources are limited, implementation will require thoughtful prioritization—advancing the most impactful projects first, coordinating safety improvements with resurfacing and reconstruction work, and leveraging near-term opportunities for quick-build and low-cost interventions while planning for larger capital investments over time. Priority Safety Project scores can be used to help sequence projects, in particular to identify short-term implementation opportunities.

Federal and state funding will play a major role in carrying this Plan forward. The City is well-positioned to pursue near-term implementation support through programs such as USDOT’s Safe Streets and Roads for All (SS4A) grant program, as well as complementary opportunities through FHWA Proven Safety Countermeasures, Highway Safety Improvement Program investments, and supplemental safety planning efforts focused on key challenges such as nighttime crashes. Aligning external funding with safety-first design and delivery will be critical to accelerating progress toward zero.

Finally, implementation must be grounded in transparency, accountability, and continuous learning. As actions are taken, the City must track year-over-year safety trends, communicate clearly about where and why

fatal and serious injury crashes continue to occur, and share progress publicly through regular reporting and performance measures. This Plan is intended to be a living roadmap—one that evolves as projects are completed, new data emerges, and community priorities continue to shape the work ahead. Through sustained commitment, coordinated leadership, and shared responsibility, New Orleans can build a transportation system where every person makes it home safely.

Funding Opportunities

Carrying this Plan forward will require sustained collaboration and financial investment. The City of New Orleans will continue to engage with LaDOTD, RPC, RTA, NOPD, NOHD, and local partners to advance projects and policies locally and through the State Transportation Improvement Program (STIP). In addition, this Plan positions the City to be competitive for a variety of other federal and state funding opportunities.

Table 2 on the following page lists additional common funding sources that can be used to implement the priority projects and actions outlined in this Plan.



Funding Opportunity	Type	Description
Safe Streets and Roads for All (SS4A) Implementation Funding	Federal	SS4A Implementation Grants provide funding to implement projects and programs identified in a local Safety Action Plan that address roadway safety issues. Eligible projects and programs can be for infrastructure improvements, programs designed to change behaviors impacting safety, or operational changes.
USDOT Surface Transportation Block Grant Program	Federal	Multimodal improvement projects include surface replacement, curb and gutter replacement, sidewalk and ADA improvements, bicycle facilities including bicycle lanes and shared bike/pedestrian paths, traffic signal upgrades, and drainage improvements. <ul style="list-style-type: none"> New Orleans likely receives \$25-52M/year in direct, in-parish USDOT formula-linked funding and \$55-95M/year in broader regional formula funding benefit from this program.
Community Development Block Grant	Federal	The Community Development Block Grant Neighborhood Revitalization Program (CDBG-NR) will offer a non-entitlement municipality or county the opportunity to tailor a project to meet the housing and community development needs specific and most critical to their locality.
Enhanced Mobility of Seniors and Individuals with Disabilities	Federal	This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
Highway Safety Improvement Program (HSIP)	Federal	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
Reconnecting Communities Pilot (RCP) Grant Program	Federal	RCP focuses on improving access to daily needs—such as jobs, education, healthcare, food, nature, and recreation—fostering development and restoration, and providing technical assistance to further these goals.
Carbon Reduction Program (CRP)	Federal	The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
BUILD Grants	Federal	The U.S. Department of Transportation’s (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact.
Surface Transportation Block Grant Program	Federal	Multimodal improvement projects include surface replacement, curb and gutter replacement, sidewalk and ADA improvements, bicycle facilities including bike lanes and shared bike/pedestrian paths, traffic signal upgrades, and drainage improvements.

TABLE 3 Funding Sources for Implementation of Priority Projects

Funding Opportunity	Type	Description
National Infrastructure Project Assistance (MEGA) Grant	Federal	The Mega Program (the National Infrastructure Project Assistance program) supports large, complex projects that are difficult to fund by other means and will likely generate national or regional economic, mobility, or safety benefits.
Safe Routes to Public Places Program (SRTPPP)	State	The Safe Routes to Public Places Program, part of the Louisiana Strategic Highway Safety Plan, provides funding for safety improvement projects on both state and locally-owned roads aimed at reducing pedestrian and bicyclist fatal and serious injuries.
Local Road Safety Program (LRSP)	State	The Local Road Safety Program allocates federal funding annually for road safety improvement projects on locally-owned and maintained roads.
State Transportation Improvement Program (STIP)	State	The LaDOTD's long-range transportation plan—called the State Transportation Improvement Program (STIP)—identifies the construction funding and schedule for state transportation projects over a 10-year period. LaDOTD updates the STIP approximately every two years.
State Capital Outlay Funds (SCO)	State	State Capital Outlay Funds are provided by the State of Louisiana to government subdivisions to fund specific capital improvements as indicated in an annual Act of the State Legislature. There are no proposed dollars for SCO funding. Requests are made through the state legislators serving the district in which a project is located.
Transportation Improvement Programs (TIP)	Regional	The Transportation Improvement Programs is adopted bi-annually by the Regional Planning Commission (RPC). It is prepared cooperatively by the RPC, acting in its legal capacity as the Metropolitan Planning Organization for the New Orleans urbanized area, LaDOTD, and affected transit operators. The TIP is reviewed annually by the RPC and selected revisions are permitted, following formal amendment procedures. Projects contained in the TIP are derived from Phase I of the Metropolitan Transportation Plan.
General Obligation Bonds and Capital Improvement Plan	Local	Capital Improvement Plans serve as a vital implementation tool, bridging long-term community planning with actual project construction by prioritizing needs, estimating costs, and outlining funding sources.
Non-Profit Organizations	Local	Working with philanthropic partners and nonprofit organizations can create lasting relationships locally, regionally, and nationally, and can help meet the policy, programming, and other non-infrastructure goals of the SAP. Possible organizations include foundations, local advocacy, healthcare, and community groups.
Private Partnerships	Local	Partner with private developers to fund and implement Complete Streets designs, traffic calming treatments, active transportation, and transit facilities on new roads and major redevelopments.
Program and Capacity Building Grants	Local	Grant funding may be available to support community partners' implementation efforts, such as Road to Zero Community Safety Grants (National Safety Council), AARP Community Challenge, CDC Injury Prevention Grants, and similar programs.

Measuring Progress

Tracking progress is essential to ensure this Plan leads to meaningful change. The City of New Orleans will use performance measures that capture both outputs—such as miles of sidewalks or bikeways installed or speed management strategies implemented—and outcomes, such as reductions in fatal and serious injury (FSI) crashes and crashes involving vulnerable road users. Regular evaluation and reporting will allow decision-makers and the community to understand where progress is being made and where additional action is needed. Transparent, measurable results will help ensure the Plan remains accountable, relevant, and actionable over time.

Progress can be tracked through a combination of regular data monitoring, dashboards, and agency reporting. The City of New Orleans currently maintains a Transportation Safety Dashboard on the City's website, which reports annual changes in the following metrics:

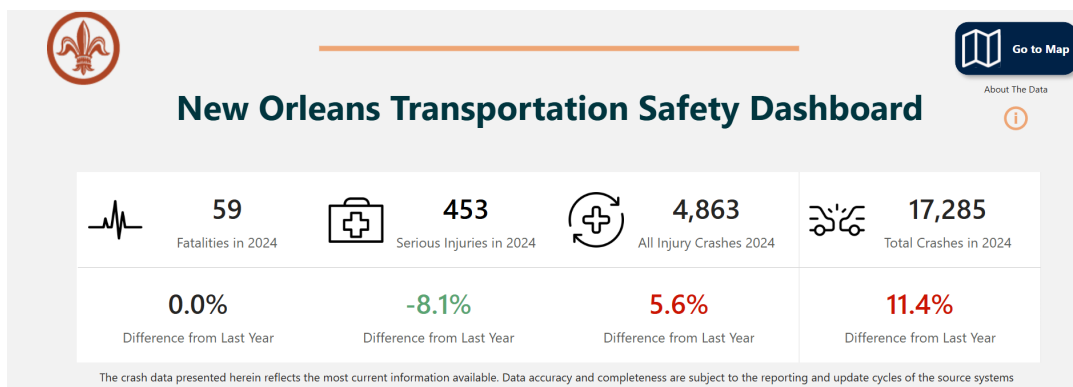
- Number of Fatalities
- Number of Serious Injuries
- Crashes with Injuries
- Total Crashes

The City can expand the Transportation Safety Dashboard to track Safety Action Plan implementation progress, ongoing project updates, and additional crash and safety

indicators. Potential performance measures may include:

- Reductions in specific crash types (e.g., hit and run, no seatbelt, VRU crashes)
- Crash rates per 1,000 residents
- Safety investments made in historically underserved communities, including low-income communities, communities of color, immigrant communities, and communities with fewer transportation options
- Location and number of multimodal infrastructure projects implemented, both on and off the HIN and priority network
- Program and policy actions addressing key factors contributing to the most dangerous crash types and supporting safer multimodal connections
- Public perception of transportation safety, measured through periodic community pulse surveys to track awareness, comfort, and perceived safety improvements
- Amount of funding secured for community-based organizations and nonprofit partners to support safety programming, education, outreach, and behavior change initiatives

Routine updates to these performance measures—particularly when new projects are funded, designed, or implemented—will highlight progress and mark important milestones toward improving roadway safety.



[New Orleans Transportation Safety Dashboard](#)



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