City of New Orleans
Mayor LaToya Cantrell

SPEED
MANAGEMENT PRACTICES

STATE OF PRACTICE REVIEW

Prepared by AECOM Technical Services Inc in association with Vectura Consulting Services, LLC.
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VECTURA CONSULTING SERVICES, LLC
AECOM

Speed Management Practices State of Practice Review

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Abstract

The City of New Orleans seeks to implement a Speed Management Program and AECOM Technical Services, Inc. (AECOM), as a subconsultant of Vectura Consulting Services, LLC (Vectura), was asked to review programs from other cities and the City's current program activities. The AAA Foundation for Traffic Safety found that as speed increases, the risk of death to a pedestrian to survive a crash decreases exponentially. A Speed Management Program focuses on achieving safe mobility for all users by setting appropriate speed limits, reducing speeding, and mitigating the impact of speeding-related crashes through road context improvements, education, and enforcement.

Different cities employ different strategies for setting speed limits - most use traffic data to set percentile-based limits, or their own form of analysis. Many cities use a combination of styles to find the best suited speed limit for a specific road segment. Currently, New Orleans uses default speed limits and special speed zones to regulate speeds across the City but allows exceptions via prima facie speed limits (i.e. the speed limit can be above or below the default speed limit) for specific roadway segments. New Orleans relies mostly on resident requests for traffic calming, stop signs, and Mobile Traffic Units (i.e. photo enforcement cars) to determine when speed limit changes may be necessary. In addition, New Orleans has no formal guidance document for what types of engineering strategies should be used on different types of roadways to achieve appropriate speeds. Crash and speed data are collected and analyzed on a case-by-case basis and there is no dedicated budget for speed management program staffing, traffic calming improvements, or long-term speed monitoring.

The Vectura/AECOM Team studied several Speed Management Programs from large cities from around the country. The example cities for comparison include Austin, Orlando, and Raleigh. Information gathered from these Speed Management Programs provided insight on the goals of each program, why they are important to the community, how they operate, and what transferable lessons there are for the City of New Orleans. Each Program evaluated used unique tools to gather traffic data to analyze specific road segments which are used to implement new strategies for setting safe speed limits.

The City of Austin's Speed Management Program uses its "Traffic Calming Methodology" to look at the city as a whole and narrow down specific areas in need of change. The City uses data collected and road classification to make the best choice as to what the new speed limit should be. The City of Orlando uses a unique method of collecting and analyzing traffic data utilizing the Wejo suite of data products and tools. This analysis is then used to create a safe "target speed" for specific road segments which is implemented for the safety of all road users. The City of Raleigh uses input from residents to find streets in need of attention. Requests from residents prompts the city to look further into the issue and collect specific data. Implementation of new speed limits or changes to intersections take place to create a safer environment for those using roads. While there is plenty of overlap between each city, unique forms of data collection and analysis can be seen in each. In all cases, the cities utilitize a mix of federal, state, and local funding sources to maintain their programs.

Introduction

AECOM Technical Services, Inc. (AECOM), as a subconsultant to Vectura Consulting Services, LLC (Vectura), was asked to review the speed management practices of cities throughout the southeast United States that are similar size to New Orleans. The City of New Orleans desires to see a review of the states of the practice that may serve as a model for the City of New Orleans.

Why implement a Speed Management Program? Speed is ***the*** critical factor in the frequency and severity of crashes. The AAA Foundation for Traffic Safety in 2011 studied pedestrian injuries and deaths from traffic crashes and noted that as the speed of the vehicle increases from 20 mph to 40 mph the risk of a pedestrian death increased from 10% to 90%. The National Traffic Safety Board found similar results in 2017. Between 2019 and 2023, New Orleans had 91 pedestrian crashes with fatalities and 294 pedestrian crashes with serious injuries. In 2023, while crashes with fatalities reduced by 47% from 2022, crashes with serious injuries increased by 21%. The New Orleans Department of Public Works understands that with the increase of pedestrian and cyclists, a change in policy and approach by promoting slower speeds will improve the safety for all road users and build a better community.

The intention of this white paper is to be shared with City leadership, elected officials, and concerned citizens in an effort to educate and inform the public about the following:

- What is a Speed Management Program?
- What are the elements of an effective Speed Management Program?
- Who is involved in the implementation of a Speed Management Program?
- What are key recommendations for a Speed Management Program in New Orleans?

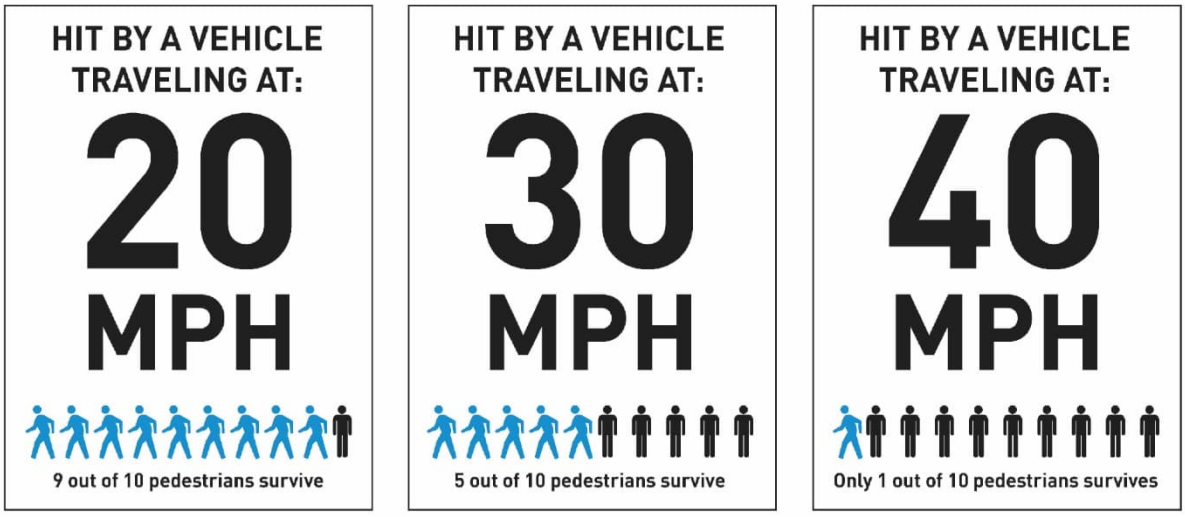

Figure 1 – City of Seattle, WA Vision Zero (seattle.gov). Based on the data from the AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, September 2011.

What is a Speed Management Program?

Speed Management is an approach that focuses on achieving safe mobility by setting appropriate speed limits, reducing speed, and reducing and/or mitigating the impact of speeding-related crashes through contextual road improvements, education, and enforcement. In the 1990s, Speed Management Programs became a part of many community's overall safety initiatives to address a rising number of crashes. New technology has allowed these programs across the country to benefit from better and more accurate data collection. The goal of these programs has always been to make roads a safer place for all modes of transportation. With that goal in mind, advancements in technology and development of new strategies have allowed these programs to do a better job of making roads safe for everybody.

In January 2022, the U.S. Department of Transportation (USDOT) released the first National Roadway Safety Strategy (NRSS) to inform priorities and strategies across the entire department (USDOT 2022a). This new safety strategy proclaimed that the USDOT's priority "is to make our transportation system safe for all people." The Safe System Approach to preventing fatalities and serious injuries was developed as a foundational strategy to the NRSS. The strategy states four key actions (to be led by FHWA and NHTSA) that the department will take to work towards the Safe System principle of safer speeds. One of these actions is a robust, multimodal speed management program. The Safe System Approach is composed of five elements which are stated in the figure below.

Figure 2 - Safe System Approach. (Source: FHWA)

The goal of the USDOT speed management efforts is to improve public health and safety by reducing speed-related fatalities and injuries and achieve improved safety experience for all road users. The following key speed management strategies and activities for achieving the USDOT

speed management program goal were identified by the USDOT intermodal Speed Management Team that consists of NHTSA, FHWA, and the Federal Motor Carrier Safety Administration:

- Developing and implementing jurisdiction-wide speed management programs and plans.
- Outlining how to set safe, consistent, and enforceable speed limits based on the presence of all road users and context and not just drivers' operating speeds.
- Applying proven safety countermeasures to help achieve safe speeds for the safety of all roadway users.
- Using the FHWA's USLIMITS2 and other similar tools to help set safe speed limits for all types of roads across the country.
- Improving crash data report forms with targeted reporting of speeding-related crashes that provides consistency and focuses on identifying contributing factors.
- Deploying enforcement through transparent activities, educational programs, and awareness campaigns rather than a strictly enforcement focus.
- Considering equity in speed management decision making.

What are the Elements of an Effective Speed Management Program?

An Effective Speed Management Program includes the following elements:

Data and information

Collecting accurate data on specific road segments within a city is an element in the decision whether changes are required. Each Speed Management Program uses slightly different methods and technologies when gathering data and information on specific roadways.

A toolkit of engineering countermeasures

Engineering treatments or countermeasures can be an effective way to slow traffic and decrease collisions. It is a great way for Speed Management Programs to use these countermeasures to manage driver behavior and set speed limits that match the surrounding environment. Unlike percentile-based methods, engineering countermeasures use an unbiased perspective to make speed limits best suited for the safety of all road users.

The FHWA website has a Traffic Calming Toolbox which provides up to 22 different types of traffic calming countermeasures that can be employed in specific locations along a road which can be found at Traffic Calming ePrimer | FHWA (dot.gov). A drawing and picture of each traffic calming countermeasure is included in the above mentioned document. Guidance on applications of these countermeasures and potential impacts to the traffic and the community are stated as well.

Methods for setting speed limits

Each Speed Management Program has its own unique way of analyzing its data and implementing changes. For a Speed Management Program to be successful, it must have a strong, strategic way of implementing new speed limits and intersection modifications.

Holistic approach with education and enforcement

Having a holistic approach with education and enforcement in a Speed Management Program is an important way to achieve the goal of creating safer roadways for all users. While analyzing data, setting new speed limits, and the use of engineering tactics are all good ways for Speed Management Programs to slow down traffic, using other strategies to convey important information can also be beneficial.

Coordination with other programs

Coordination between a Speed Management Program and other organizations with similar interests can be an effective way for all to work together toward a common goal. A common goal of several government agencies and other programs involved in public works is to create a safe community within each city. Coordination between these programs and an implemented Speed Management Program can work together to advocate and provide for a safer city for its residents.

The MUTCD states "To achieve desired operating speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as traffic calming measures, geometric design features, speed safety cameras, and increased enforcement."

Equity

While some parts of a city may have more areas in need of assistance with its roadways, it is important for the administrators of a Speed Management Program to look at their city as a whole and make sure the benefits of the program reach all parts of the city. A way for Speed Management Programs to make sure they are equitable is to manage service requests from citizens. This means that Speed Management Programs should still take input from all citizens, but have a way to manage requests and make sure that requests from all parts of a city are considered is an important way to achieving equity within Speed Management Programs.

Evaluation

While the primary focus of a Speed Management Program is to find areas in need of improvement and implementing those changes, evaluating the effects of those changes can be a good way for the program to see how beneficial the specific changes really were to residents of the city. Monitoring areas where changes have been made will allow for Speed Management Programs to see if their processes are working or if changes need to be made.

Methods for Setting Speed Limits

Many local agencies set speed limits in the US using percentile-based methods through an engineering study to find out what the new speed limit on a specific road segment should be if the speed limit is not already set statutorily. Since the1960's, FHWA *Manual of Uniform Traffic Control Devices* established the 85th percentile method for setting speed limits and this method was widely used as the primary means of setting speed limits in US cities. This means that they are traditionally calculating the speed at which 85 percent of drivers on a specific road are traveling at or below and adjusting and rounding up to the nearest 5 mph increment based on the recorded measurements. It

conforms the legal speed limits to driver behavior. With this method, traffic engineers are instructed to raise the speed limit when more than 15% of drivers are driving above the posted limit.

Rather than allowing driver behavior to dictate speed limits, the National Association of City Transportation Officials (NACTO) in its *City Limits Guide* suggests that it would be more responsible if speed limits were decided by other data to force driver behavior to conform to the context of the roadway. New Orleans uses a system to set speed limits involving setting default or "target" speed limits for specific types of roads. Though analyzing the current speed regulation policies of New Orleans can be important, the intent of this paper is to establish best practices that can inform future policy changes. When looking into changing speed limits in unique scenarios where prevailing speeds do not comply with posted speed limits or result in unacceptable safety impacts, cities can consider adjusting the posted speed limit on a case-by-case basis. This process should consider context, proximity to a school or park, or anything else that could affect the way traffic operates on that specific road segment. When collecting data to investigate roadways, collection should include inputs from engineering analysis, context of the road, pedestrian volumes, crash data, and frequency of speeding violations in that specific area. This does not mean that percentile-based methods are completely wrong, but it would be most beneficial to look at all available data to set an appropriate speed limit that is in context with the particular road segment.

Some agencies use expert tools similar to FHWA's USLIMITS2 available on the FHWA website to set speed limits. The tool allows the user to enter operational, contextual, and crash data within the road segment and provides a recommended speed. Regardless, the latest (11th) edition of the Manual of Uniform Traffic Devices (MUTCD) states that any engineering study to set speed limits shall consider road context. It also provides further guidance where it lists factors that should be considered when establishing or reevaluating speed limits.

Review of Speed Management Programs

AECOM selected Austin, Texas; Orlando, Florida; and Raleigh, North Carolina to review the components of their Speed Management Programs. These cities were selected based on their comparable size, location, and processes. Each of these cities were reviewed based on the elements stated above.

Austin, TX

The City of Austin's Speed Management Program prioritizes the safety of its roads to increase the quality of life for its residents. To achieve safety for its residents, Austin looks at the city from a broad scope and uses their own "Traffic Calming Methodology" to narrow down available road segments to those in the most need of change. The city analyzes 120 potential locations selected every 6 months, half being resident-suggested and half decided by the Transportation staff. Road segments which were selected for study are then ranked for funding based on crash, speed, volume, and community context data. This data is collected from crash data, as well as speed studies conducted by outside consultants.

The staff of the Vision Zero program undertook the initial speed limit changes seen in Austin. These revisions were based on geometric and geographic factors on the segments, placing each segment

into a classification system. The three classifications used were "Neighborhood Streets", "Urban Core Arterials", and "Downtown Streets".

The Speed Management program focuses mainly on traffic calming treatments, or engineering countermeasures to slow the travel speed without adjusting the speed limit. Examples include mountable mini-traffic circles, speed cushions, medians, and bulb-outs with green infrastructure elements. Staff assigned to the Speed Management Program used their own expertise and the best available material on the subject to produce their own Traffic Calming Toolkit which displays the methodology behind selecting a countermeasure.

At the inception of the Speed Management Program, goals were set for amount of completed projects but due to a variety of factors that goal will likely not be met. According to the FHWA Case 1 Speed Study under Key Takeaways and Lessons Learned section within the study, Austin has set a goal to, "Reduce serious injury and fatal crashes at locations where major capital improvement projects have been implemented by 40% on average over a five-year period." These metrics are tracked and published by the Vision Zero team.

As previously mentioned, data and information are an important part of any speed management program. The collected information is used to determine which roadway segments are in most need of change. These roadways are then selected to receive an engineering countermeasure with the goal of slowing traffic without a change in the speed limit. When a speed limit change is necessary, Austin uses a technique involving setting a target speed and using speed limit or intersection changes to achieve that target speed.

The City of Austin works with law enforcement and Vision Zero to educate the public on the severity of speeding and benefits of traffic calming measures. This partnership also provides additional resources that can be applied to the Program's overall goal of creating safer streets. Equity is achieved through the roadway analysis portion of the selection process. The street's location in an "Equity Analysis Zone" is not only part of the community context grading matrix, but it is also used as a tiebreaker between streets receiving the same score. Austin has multiple GIS models published through the Speed Management Program which show locations where roadway changes were made. This allows them to be able to look back at the changes and see if crash rates have decreased and if more problems need to be addressed.

The City of Austin's Speed Management Program was created from bond funding disbursed by the city's Vision Zero program. The initial disbursement totaled $7 million which came with goals for total amount of road segments to be completed with that funding. This funding is still being utilized as of September 2024, but they have eyes on receiving more local funding from City of Austin. The program has one full time staff member with many others within the Transportation and Public Works Department who provide input, funding, and design reviews for each project. For a project that has just the Speed Management Program involved, around 6 employees will be utilized. For larger scope projects, around 15 employees can be involved from various groups around the department.

Orlando, FL

Orlando's Speed Management Program uses a strategy of picking a "target speed" for specific road segments which is set based on street context classification developed by the Florida Department of Transportation. A target speed range is provided by the city or state governing bodies; then the presence of transit and current safety of the roadway is considered to select a speed within an appropriate range.

Speed data was collected in a unique strategy using Wejo for speed data analysis, which is no longer in operation. Wejo speed data analysis used crash data, vehicle behavior, and road classification to locate specific streets in the most need of change. Wejo was an aggregator of vehicle data, mostly relying on General Motors vehicles produced after 2015. It used vehicle movements to identify operating speed of vehicles on city-selected segments. The city currently is looking for a replacement tool. For the Safer Streets program, statistics were calculated for the 85th percentile speed exceeding the posted speed by 10 MPH as well as the 95th percentile speed exceeding the posted speed by 20 MPH. This allows the city to locate the streets in most need of speed limit changes. After collecting data, the city considers multi-modal activity and mobility of vehicles to create a safe speed limit for everybody using the road.

When implementing new speed limits, Orlando also looks at the allowable target speed range of the road, whether transit is present, and how safe or unsafe the road is. It also considers what countermeasures are needed to self-enforce the target speed by drivers. Orlando does use photo enforcement to help control speeding, and this has proven beneficial in slowing down drivers. By using analysis of crash and speed data, Orlando has seen the city become a safer place for drivers, pedestrians, bicyclists, and transit. As previously mentioned, Orlando uses Wejo to collect and analyze their traffic data. They do not employ many engineering tactics to slow down traffic in the city. Similar to Austin, Orlando uses a target speed which is calculated to find the safest speed at which drivers should be traveling on a specific road. Also similar to Austin, Orlando works alongside Vision Zero Central Florida to convey the message to the public that safety on the roads is a priority and it is being addressed. Orlando receives input from the public on its roads by conducting surveys where citizens can express their overall opinions and even point out specific places they would like to see change. This helps the program be equitable by conducting the surveys across the entire city rather than focusing on one part. On the Speed Management Program website, Orlando also has resources available to see places in which changes were made and allows the program to keep up with how beneficial those changes have been after implementation.

The Orlando Speed Management Program is under the jurisdiction of Orlando Vision Zero. Orlando Vision Zero is handled by a governmental group called MetroPlan Orlando which undertakes transportation planning efforts for Orlando and its surrounding areas. MetroPlan employs 9 full-time employees in the Planning department, and 4 of these employees contributed at least partially to the Speed Management study. No employee has a full-time designation to the Speed Management program, but several different Engineers and Planners spend time contributing. Based on Financial Statements for the 2023 fiscal year, MetroPlan received $5.6 million in federal funding and $100,000 in state funding. This budget is on track with the 2022 fiscal year which helps to understand what a budget for a city-wide planning group looks like, along with various funding sources.

Raleigh, NC

Raleigh's goal with its Speed Management Program is to increase the quality of life of its residents by making roads safer for everybody using the roads. However, the process of implementing these changes is a bit different. Raleigh, unlike the previous cities, uses suggestions from residents on specific road segments to locate areas of improvement.

On their speed management website, you can see that Raleigh has many resources for residents to reach out with suggestions on changing speed limits and improving intersections. When the city receives a suggestion for a change, the staff collects data in that specific area to see if a change would be wise. Crash data, speeding violations, and road classifications are used to determine whether something should be done. If the staff sees that a change would be beneficial, the proposal is sent to City Council and implementation should start soon after approval. Raleigh does not use photo enforcement for speeding, and data is collected from studies performed by or for the city and from police ticketing.

Raleigh uses a unique approach to setting speed limits on its roads which has benefits and downfalls. City staff will evaluate a street to determine the daily traffic count to determine if the speed limit can be lowered to 30 mph or 25 mph. According to Raleigh Speed Management Program documents, streets with less than 4,000 vehicles per day will be lowered to 25 mph and streets with greater than 4,000 vehicles per day will be lowered to 30 mph. Approval of the new speed limit is based on a vote of the properties along the street and approval of the City Council. If a speed limit reduction has taken place and there is still poor speed compliance and/or increased traffic volumes, a traffic calming project can be initiated.

Traffic calming projects have a similar process to speed limit reduction as in they are initiated by the public and voted on, but they feature physical horizontal and vertical treatments to the roadway. Raleigh will also consider multi-way STOP signs at intersection and other traffic calming treatments for the top ranked 10-20 neighborhoods who are eligible. When exploring a specific road segment, the city will perform a warrant analysis using data collected in the area to determine whether a change to the road would be helpful. When collecting and analyzing data, Raleigh uses crash data and other types of traffic statistics collected by law enforcement and city surveys to make decisions as to what the best plan of action for the city would be. After collecting data and information, the city analyzes the data to find what the best change would be in that specific area.

Similar to the other cities mentioned, Raleigh works alongside a Vision Zero initiative to help spread word to the public that there are areas in need of improvement and steps are being taken to solve those issues. Raleigh has many resources available to its citizens to reach out with specific suggestions to road changes. There are no limits on requests submitted, but the availability of the resource allows Raleigh to get input from all over the city, making the program equitable. The Speed Management Program in Raleigh keeps tabs on previous projects and shows the benefits that can be found from those changes on their website. The Neighborhood Traffic Management program falls under the Traffic Engineering service category of the Transportation Department. Funding for this overall department comes from a mix of federal and state funds in addition to state bonds. Members of staff are utilized for traffic evaluation, public outreach, meeting with the City Council, as well as engineering designs for traffic calming projects.

SUMMARY OF FINDINGS			
	Austin	**Orlando**	**Raleigh**
Data and information	Speed studies conducted by consultants, crash data from Vision Zero.	Wejo data analysis, finding roads with high amounts of travel speed 10 and 20 MPH over posted speed	The city receives input from residents to guide them to areas in need and further data is then collected by the city.
A toolkit of engineering countermeasures	Yes	No	Yes
Methods for setting speed limits	Roadway Classification System	Target Speed Range, with data deciding within the range	Daily traffic volumes, Roadway Geometry
85% Method Used	No	Yes	No
Holistic approach with education and enforcement	Works alongside law enforcement and public works to educate the public	Works with government programs to promote input and ideas	Uses law enforcement to help bring awareness to issues and how the public can work toward resolving those issues
Coordination with other programs	Austin Vision Zero partners projects support the same objective as the Speed Management program	Vision Zero Central Florida provides larger network with greater resources to accomplish program goals	North Carolina Vision Zero increases education to the public on dangers of speeding
Equity	Grading matrix features "Equity Analysis Zone" item. Used for tiebreaker.	Analyzes percentage of road segments intersecting Equity Areas	No limit on requests of change but easily accessible resources give a broad scope of opinion
Evaluation	Data collected on roads receiving treatment to analyze general speed changes.	Uses photo enforcement to see how beneficial specific changes have proven to be	Breaks down specific projects and changes that have been made on website to show the benefits
How are the locations prioritized?	Evaluation of data and road classification	Evaluation of data (roads with highest volume of speeding 10-20 mph over)	Evaluation of data and reports from residents in specific areas
Speed Enforcement use?	Yes	Yes	Yes
Use of Cameras?	No	Yes	No
Staffing	One full-time employee, contributions from other staff depending on project scope.	Contributions from members of Metroplan Planning group which totals 9 employees.	Various members of Traffic Engineering group and Transportation department contribute to projects.
Funding	Initial $7 million bond from Vision Zero. Additional funding from Transportation department, additional bonds.	Under MetroPlan Orlando umbrella who receives Federal and State grant funding. ~$5.7 million per year for entire department.	Mix of Federal and State funding and State bonds issued for Transportation projects.

Conclusions and Recommendations

The Vectura/AECOM team studied several Speed Management Programs around the US, what they strive to do, why they are important, how they operate, and what transferable lessons there are for the City of New Orleans to use in creating safer roads for all. Each program uses unique ways of gathering traffic data to analyze specific road segments which is used to implement new strategies for setting safe speed limits within their communities. Various strategies of setting speed limits can be found when looking at different cities. Some use percentile-based systems, engineering countermeasures, traffic data, or their own unique form of analysis. Many cities use a combination of styles to find the best suited speed limit for a specific road segment.

Currently, New Orleans uses default speed limits and special speed zones to regulate speeds across the City, but allows exceptions via prima facie speed limits (i.e. the speed limit can be above or below the default speed limit) for specific roadway segments. New Orleans relies mostly on resident requests for traffic calming, stop signs, and Mobile Traffic Units (i.e. photo enforcement cars) to determine when speed limit changes may be necessary. In addition, New Orleans has no formal guidance document for what types of engineering strategies should be used on different types of roadways to achieve appropriate speeds. In recent decades, the New Orleans Department of Public Works has largely avoided implementing or approving vertical deflection traffic calming such as speed bumps due to noise concerns. Crash and speed data are collected and analyzed on a case-by-case basis and there is no dedicated budget for speed management program staffing, traffic calming improvements, or long-term speed monitoring.

The comparable cities discussed in this document include Austin, Orlando, and Raleigh. The City of Austin's Speed Management Program uses its "Traffic Calming Methodology" to look at the city as a whole and narrow down specific areas in need of change. The city uses data collected and road classification to make the best choice as to what the new speed limit should be. The City of Orlando uses a unique method of collecting and analyzing traffic data called Wejo speed data analysis. This analysis is then used to create a safe "target speed" for specific road segments which is implemented for the safety of all. The City of Raleigh uses input from residents to find streets in need of assistance. Requests from residents prompts the city to look further into the issue and collect specific data. Implementation of new speed limits or changes to intersections take place to create a safer environment for those using roads. While there is plenty of overlap between each city, unique forms of data collection and analysis can be seen in each.

After reviewing other City's Speed Management programs, it is evident that New Orleans can improve safety and quality of life through a more deliberately crafted Speed Management Program that borrows on best practice from peer cities. Recommendations that should be considered in the implementation of a Speed Management Program include:

- Utilize the City's website to provide a portal for the entry and management of citizen requests.
- Establish reasonable goals and metrics that will define the size of the program that can be annually supported by the Department of Public Works.

- Invest in employees and equipment to collect manage data based on the size of program that be sustained annually. The equipment can collect data using traditional sensors or cameras that collect point-based data or newer Bluetooth and crowdsourcing tools similar to Waze. Optionally, set aside funding to hire an on-call consultant or data collection service on a continual basis to provide the data collection.
- Similar to the other cities' programs, seek beneficial partnerships with law enforcement to make data collection and implementation easier and more effective.
- Consider the creation of an engineering countermeasures toolkit and implementation guidance that can be used to efficiently employ needed improvements. For issues that cannot merely be solved by adjusting the speed limit, changes to the roadway can be extremely effective and made much easier with the presence of a countermeasure toolkit.
- As seen in all studied programs, Vision Zero programs are heavily intertwined with Speed Management Programs. The City of New Orleans can localize LADOTD's Destination Zero Deaths program and create partnerships with local safety stakeholders.
- Partner with the LADOTD, the New Orleans Regional Planning Commission, and neighboring parishes and municipalities to assist with data collection and management, education, enforcement, as well as understanding the public input to provide equitable solutions.
- Public input should be managed to ensure all neighborhoods within the City from receiving these valuable resources. A dashboard on the City's website can make the progress and achievements of the program easily understandable by the public and elected leaders.
- Employ a public engagement program that is accessible to all citizens
- Allocating local funding for program maintenance.
- Establish evaluation criteria to fully understand the effectiveness of changes being implemented. Some changes may meet some objectives while failing to meet others.
- Develop a set schedule for evaluation and monitoring of the program.

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