CITY OF NEW ORLEANS

SAFETY ACTI0N PLAN

DISCLAIMER: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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.

March 2026

Prepared by:

TOOLE DESIGN

Cover Photo: Jovan Hernandez

Background of Plan

In 2024, the U.S. Department of Transportation (USDOT) awarded the City of New Orleans a planning grant through the Safe Streets and Roads for All (SS4A) program of the Bipartisan Infrastructure Law. The federal grant and required local matching funds supported the development of this Comprehensive Safety Action Plan, which provides a holistic approach to reducing, and ultimately eliminating, deaths and serious injuries on New Orleans streets. The New Orleans Safety Action Plan includes recommendations for infrastructure and programmatic investments designed to address the most pressing safety needs across the City, based on in-depth analysis of crash history, crash risk, and community priorities. The Safety Action Plan, along with existing planning documents and ongoing safety efforts at the local and state level, constitutes a comprehensive approach to balancing the safety, mobility, and accessibility needs for everyone traversing the City's streets and multimodal transportation facilities.

The New Orleans Safety Action Plan is the result of a wide-reaching collaborative effort, coordinated by the City's Office of Resilience and Sustainability, Department of Public Works, and Health department. The Plan positions the City of New Orleans for future SS4A applications to implement the projects and programs contained herein, as well as the pursuit of other federal, state, regional, and local funding opportunities. Furthermore, the intent of the Plan is to establish a safety-first approach across all city investments, decisions, and operations—one that aims to design a safe transportation system, educate people traveling on city roadways, and create a sense of collective responsibility.

Transportation is a key element of all people's daily lives. Everyone must use the transportation network to access jobs, healthcare, education, grocery shopping, entertainment, and recreation opportunities. The City of New Orleans recognizes that current conditions—specifically the alarming increase in deaths and incapacitating injuries on our streets—are a product of historical design, investment, and policy decisions. Like most cities across the country, these historic decisions and practices in New Orleans have also led to unequal transportation safety outcomes for many residents and visitors, with traffic violence disproportionately affecting people in low-income households, people without vehicles, people who walk and ride a bicycle, and other historically disadvantaged groups.

As the City of New Orleans continues its work to meet the housing, transportation, and economic development needs of residents and visitors alike, this Safety Action Plan constitutes a framework for investing in a safe, multimodal transportation system that achieves the vision of Safe Streets for All.

Acknowledgments

This Plan was developed by the City of New Orleans with funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) planning grant program. A special thanks to the hundreds of New Orleanians who attended meetings, responded to surveys, provided input, and helped spread the word.

City of New Orleans Project Team

Office of Resilience and Sustainability

Department of Public Works, Mobility and Safety Division

New Orleans Health Department

Project Advisory Committee

New Orleans Complete Streets Coalition

University of New Orleans Transportation Institute

Bike Easy

Ride New Orleans

New Orleans Regional Planning Commission

New Orleans Police Department, Traffic Division

New Orleans Emergency Management Services

New Orleans City Planning Commission

Regional Transit Authority

Downtown Development District

University Medical Center, Trauma Center

Louisiana Department of Transportation and Development

Federal Highway Administration (FHWA), Louisiana Division

Consultant Team

Toole Design

Grey Engineering

Lagniappe Planning

List of Abbreviations and Acronyms

AADT: Annual Average Daily Traffic

BRT: Bus Rapid Transit

CARTS: Center for Analytics and Research in Transportation Safety

DPW: Department of Public Works

EMS: Emergency Medical Services

FHWA: Federal Highway Administration

FSI: Fatal or Serious Injury

GIS: Geographic Information Systems

HIN: High Injury Network

HRN: High Risk Network

LaDOTD: Louisiana Department of Transportation and Development

LPI: Leading Pedestrian Interval

NHTSA: National Highway Traffic Safety Administration

NOHD: New Orleans Health Department

NOPD: New Orleans Police Department

NORPC: New Orleans Regional Planning Commission

ORS: Office of Resilience and Sustainability

PAC: Project Advisory Committee

PCSi: Proven Safety Countermeasures initiative

PHB: Pedestrian Hybrid Beacon

RRFB: Rectangular Rapid Flashing Beacons

RTA: Regional Transit Authority

SAP: Safety Action Plan

SRTS: Safe Routes to Schools

SS4A: Safe Streets and Roads for All

SSA: Safe System Approach

SSM: Safer Streets Model

SSPF: Safe Streets Priority Finder

USDOT: United States Department of Transportation

VRU: Vulnerable Road User (Pedestrians, bicyclists, users of micromobility)

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New Orleans, LA

MAYOR HELENA MORENO

CITY OF NEW ORLEANS

Dear New Orleans Residents, Visitors, and Community Partners,

Safety and accessibility are essential for our streets and built environment in New Orleans. Whether walking to school, biking to work, riding transit, or driving across town, every resident and visitor deserves to travel our streets safely. I am proud to share the New Orleans Safety Action Plan, a comprehensive strategy to reduce traffic injuries and fatalities and make our streets safer for everyone.

All roadway crashes are preventable, yet too many families have experienced the devastating loss of a loved one or life-altering injuries on our roadways. This comprehensive plan represents our commitment to change that reality through data-driven solutions, community partnership, and sustained investment in safer infrastructure and behavior.

The New Orleans Safety Action Plan focuses on four key objectives:

First, safer street design. We will prioritize projects that reduce fatal and severe-injury risks for all users. This includes upgrading high-injury corridors, improving crossings, addressing network gaps, and supporting safe travel for people walking, biking, driving, and taking transit.

Second, create awareness and build a culture of safety. We will develop communication and education strategies that support safer travel behavior and reinforce shared responsibility for safety. This includes outreach efforts tailored to neighborhoods and groups most affected by severe crashes.

Third, plan and design for safe speeds. We will work to reduce vehicle speeds through design and policy. This includes setting appropriate speed limits, applying traffic-calming solutions, and designing streets that support safe operating speeds.

Fourth, measure progress and share updates regularly. We will track performance, evaluate implemented projects, and share findings with the public. Regular reporting ensures accountability and helps the city adjust strategies as needed.

This plan reflects months of data analysis and extensive engagement with residents, transportation experts, public health professionals, and community leaders. Those voices shaped this strategy, and continued partnership will guide its success. Partnership with Louisiana Department of Transportation is also critical to the implementation of this plan. The City is committed to working closely with state leaders to ensure improved safety on state highways throughout New Orleans.

As Mayor, I am committed to ensuring this plan is not simply a document, but a roadmap for action. We will secure funding, expedite implementation, collaborate, track progress, publish results, and remain accountable to the people of New Orleans as we work toward a future with fewer crashes, fewer injuries, and no preventable deaths on our streets.

Together, we can build a safer, more connected, and more livable city for all.

Sincerely,

Helena Moreno
Mayor
City of New Orleans

1300 PERDIDO STREET | SUITE 2E04 | NEW ORLEANS, LOUISIANA | 70112
PHONE NUMBER 504.658.4900 | FAX 504.658.4938 | WWW.NOLA.GOV

Executive Summary

The New Orleans Safety Action Plan begins with a bold commitment: **15 YEARS to ZERO. That is, by 2041 the City and its transportation partners will eliminate death and serious injuries on New Orleans Streets**. Accomplishing this goal will require a fundamental shift in local priorities to a Safe System Approach that values safety over speed, reflected in decision-making and actions on land uses, transportation planning, design, operations, and maintenance.

This Plan examines the problem of traffic safety and emphasizes the changes needed to improve the everyday experiences of people traveling to and through New Orleans. More than that, however, this Plan is a blueprint for action: a roadmap for effecting change for greatest impact, identifying highest-priority corridors, effective countermeasures, and strategies to create a culture of safety, encompassing infrastructure and policy, design and engineering, planning and funding. As a roadmap, it is also a living document: as actions are taken, this Plan must be dynamic to continue to effectively address safety. **This Plan is a starting point, not an exhaustive list.**

The chapters that follow provide the background, strategies, and first steps. Carrying this forward rests with all of New Orleans: its elected officials, stakeholders, local government staff, and the many committed residents and community members that call it home. An overview of each chapter is provided below.

1. A New Approach to Roadway Safety

This Safety Action Plan is grounded in the **Safe System Approach**, which acknowledges that people make mistakes—and that these mistakes should not cost lives. Addressing safety through the five lenses of Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post-Crash Care, this Plan ensures a comprehensive, holistic, systems-level approach to identifying the root causes and most effective means to address unsafe conditions without waiting for crashes to occur. This Chapter describes the Safe System Approach, how this Plan is grounded in the approach, and steps that the City of New Orleans has already taken to begin to address roadway safety.

This Chapter provides background on the development of the New Orleans Safety Action Plan, including an overview of the US DOT Safe Streets and Roads for All (SS4A) program that provided funding for this project. The development of the Plan was guided by an overarching vision, an established goal for reducing and eliminating fatal and serious injuries (FSI) on New Orleans streets, and a set of objectives to guide the work to achieve zero by 2041.

2. Roadway Safety Analysis

This Chapter documents the state of roadway safety in the City of New Orleans today. Examining historic crash data over a five-year period, key crash trends are identified for all roadway users, including people walking, bicycling, or riding a motorcycle to establish a **High Injury Network.** Since 2019, fatal and serious injury crashes have risen. **Each traffic death represents a community member—a family member who did not make it home.** This Chapter also identifies trends related to vulnerable road users, setting a foundation for more equal distribution of actions and outcomes.

3. Community Priorities

New Orleans residents provided their input at multiple stages of the project, contributing their views and experiences on roadway safety. A combination of in-person and online engagement allowed members of the community to engage with the project in multiple ways and in the manner most comfortable to them. Comments from community members emphasized the importance of roadway safety and the need to make changes that result in better design and maintenance, acknowledging that driver behavior needs to be addressed as well. This conversation about roadway safety and culture is just the beginning and one that can continue as actions are implemented.

4. The New Orleans Engineering Safety Toolkit

The Engineering Safety Toolkit Chapter provides an overview of infrastructure countermeasures and planning considerations for the City to systemically address roadway safety. In addition to a hyperlinked list of FHWA's Proven Safety Countermeasures, the Chapter provides several design considerations for the countermeasures that factor most heavily into the Plan's Priority Safety Projects.

5. Recommended Strategies and Actions

Achieving the bold commitment reflected in this Plan will only result from a coordinated effort to take action and follow through on strategies that matter. To achieve a priority shift in New Orleans, the efforts of multiple stakeholder agencies, departments, and individuals must reflect and embody valuing safety first and foremost. This Chapter establishes the key strategies and recommendations to improve safety, responding to crash data analyses and public input. For each strategy, a variety of project, policy, and programmatic actions are identified to address and change the roadway safety narrative in New Orleans. Projects are prioritized for greatest impact, both specific to the High Injury Network as well as systemic actions to improve safety, reduce risk, and minimize exposure.

6. Implementation and Next Steps

As a roadmap for change, this Plan must clearly identify the pathways to implementing the projects and strategies recommended. This Chapter identifies funding opportunities to carry projects forward from planning to design and implementation. To document progress and establish accountability, key performance measures are identified to aid the City in regular tracking and reporting on its progress to reduce crashes in half by 2031, ultimately getting to **zero by 2041**.


New Orleans
East

01

A New Approach to Roadway Safety

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What is a Safety Action Plan?

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

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

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

The Safe System Approach

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

1. Death and Serious Injuries are Unacceptable

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

2. Humans Make Mistakes

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

3. Humans are Vulnerable

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

4. Responsibility is Shared

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

5. Safety is Proactive

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

6. Redundancy is Crucial

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

FIGURE 1 Safe System Approach

The Safe System Approach is implemented through five elements:

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

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

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

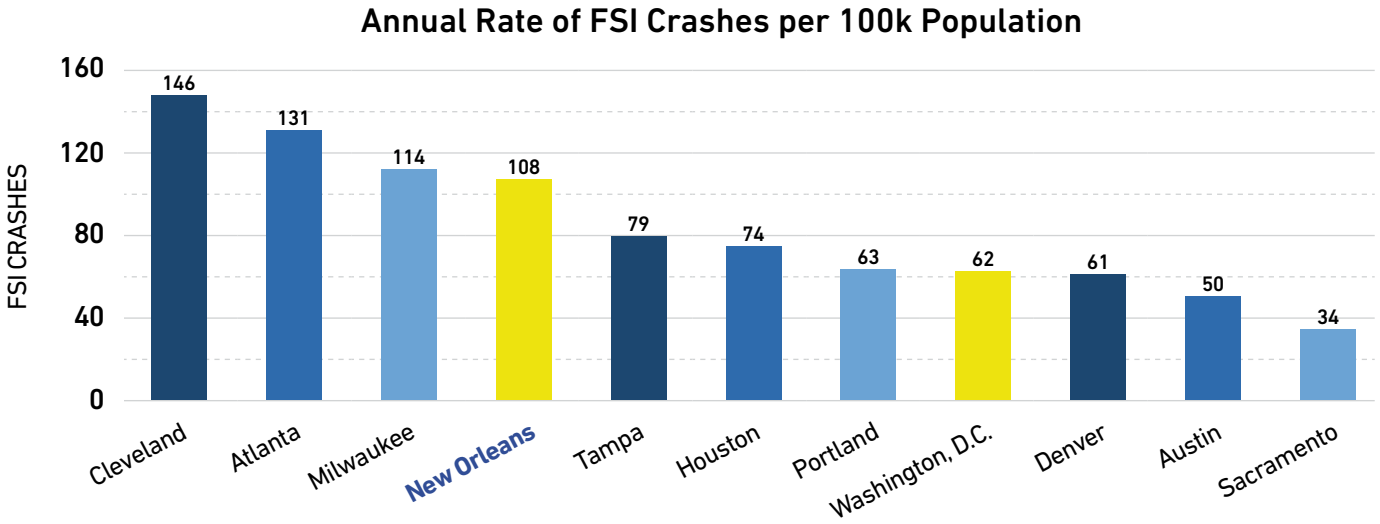
Safer roads result from mitigating human mistakes and accounting for human injury tolerance by separating roadway users in space and time to reduce conflicts.

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

How Roadway Safety Impacts Our Community

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

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



What Is New Orleans Already Doing to Improve Roadway Safety?

The City of New Orleans and its transportation partners have already been working to address the issue of roadway safety by integrating it into existing planning, policies, and programs. Many existing guiding documents have addressed safety in some capacity including pedestrian plans, transportation plans, corridor studies, community health improvement plans, and local policies.

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

Local Plans

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

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

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

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

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

State and Regional Plans

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

The Louisiana Department of Transportation and Development's (LaDOTD) **Strategic Highway Safety Plan (SHSP)** identifies four emphasis areas to address rising traffic fatalities and serious injuries: distracted drivers, impaired driving, occupant protection, and infrastructure and operations. LaDOTD's **Vulnerable Road User Safety Assessment** analyzes the State's safety performance for pedestrians and bicyclists. The assessment suggests strategies such as standard infrastructure countermeasures, education and outreach, and programs and policies.

Complete Streets Policy

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

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

Safe Routes to Public Places Program

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

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

Mid-City pedestrian struck, kille

BY CHAD CALDER | Staff writer Oct 8, 2025 1 min to read

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

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

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

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

Boy kill

BY POET WOLFE | Staff w

Man dies in French Quarter car crash Thursday night

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

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

Body found on Interstate 10 Service Road near Winchester Park Drive

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

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

BY CHAD CALDER and KASEY BUBNASH | Staff writers Aug 31, 2023 1 min to read

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

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

One die
say

By KASEY BUBNASH | S

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

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

Bourbon Street bartender
weeks after moving to Ne

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

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

2 kids, 1 ad
Highway,

By WWL-LOUISIANA Aug 14, 2

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

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

"I witnessed a biker get hit by
car that ran a red light and it
one of the most violent thing
seen. The image haunts me a
makes me feel very unsafe.

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

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

d by vehicle Wednesday night

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

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

crashes in New
n by parish.

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

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

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

riter Nov 26, 2024 1 min to read

ar my spouse was hit by a distracted
on a busy road and was injured, and
vent physical therapy for over half a year.
was totaled and we had to buy another
hich was a major unplanned expense.
ve drive now, we're both much more
s, aware, and fearful (unfortunately). ”

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

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

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

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

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

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

Staff writer Jan 19, 2025 1 min to read

killed on deadly cycling corridor
w Orleans

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

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

dult injured in school bus crash near Chef Menteur
NOPD says

025 1 min to read

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

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

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

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

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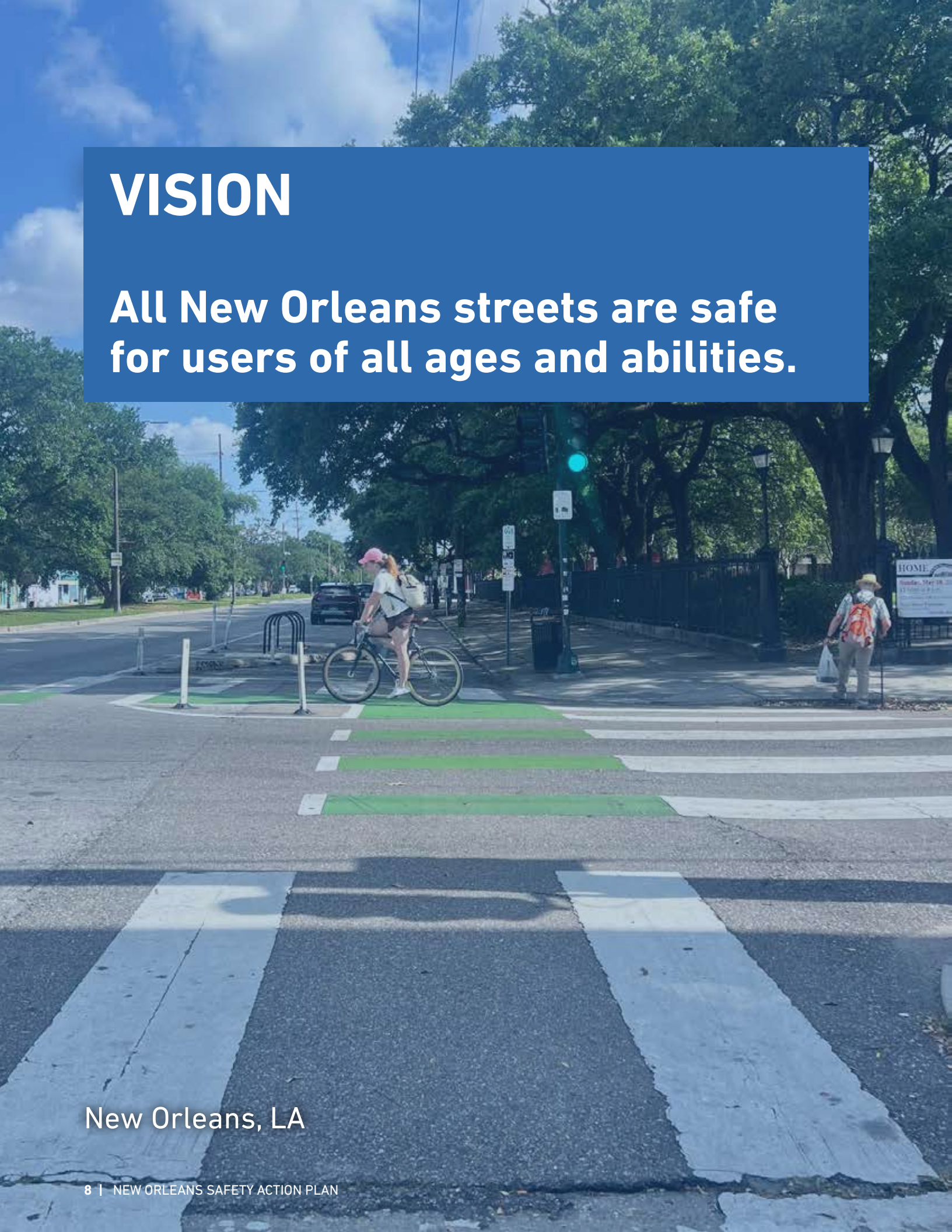
Pedestrian hit, killed by tow truck in downtown New Orleans on Poydras Street, police say

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

VISION

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



New Orleans, LA

GOALS

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

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

OBJECTIVES

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

Plan, Build, and Maintain Safety-Focused Multimodal Projects

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

Plan and Design for Safe Speeds

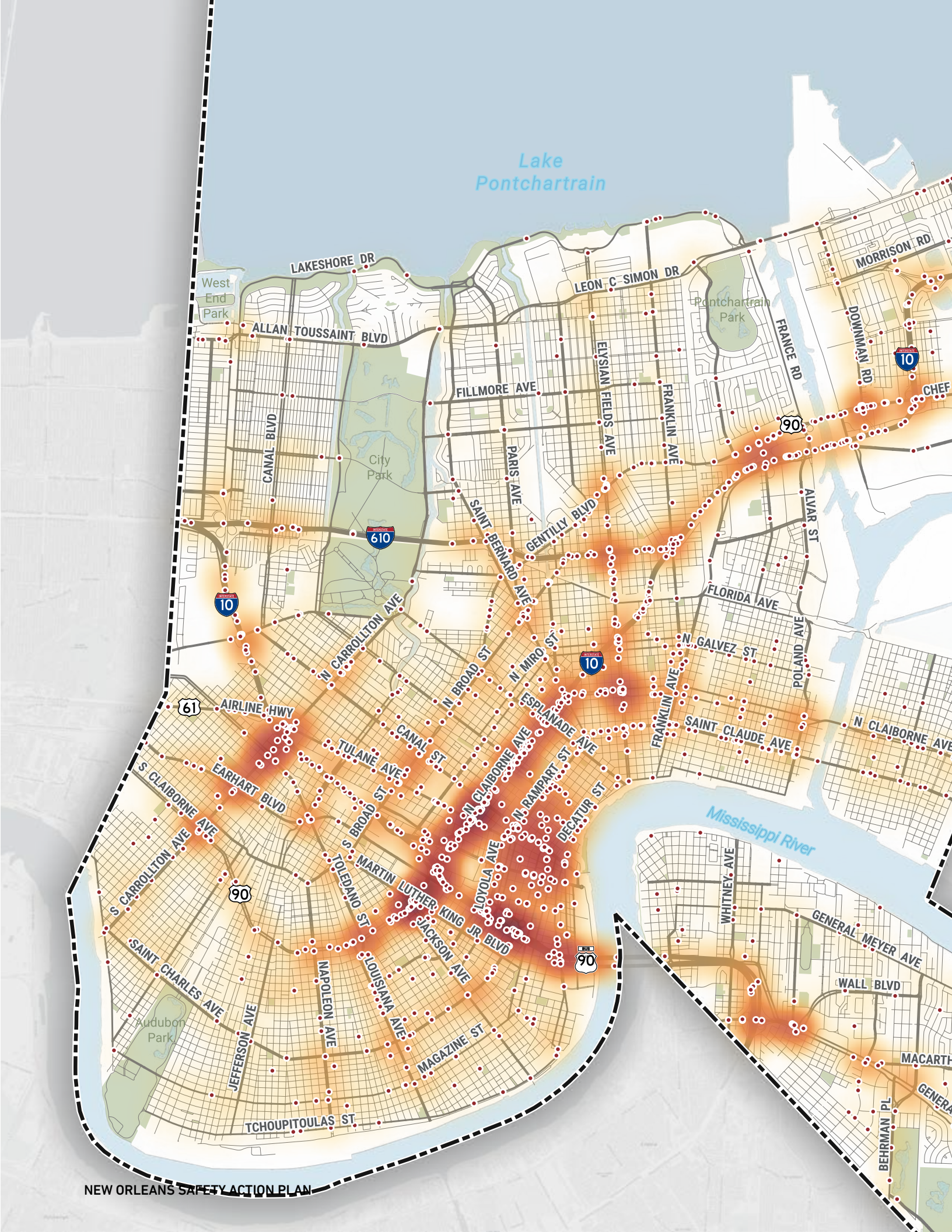
Manage vehicle speeds through design and policy. This includes setting appropriate speed limits, applying traffic-calming solutions, and designing streets that support safe operating speeds.

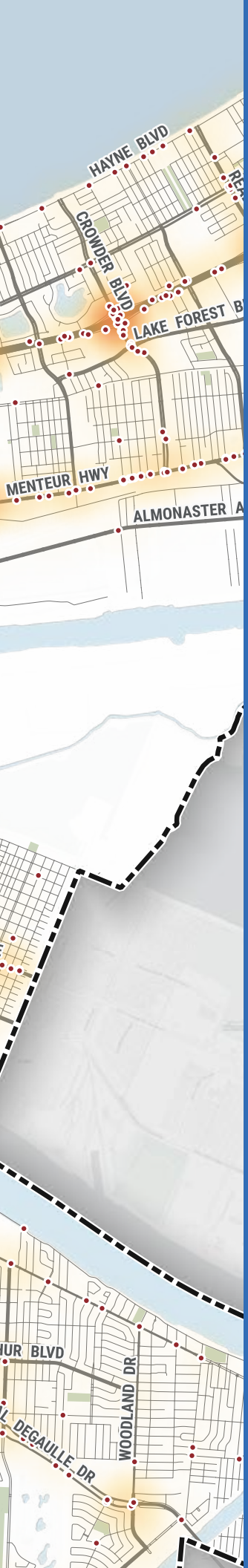
Create Awareness and Build a Culture of Safety

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

Measure Progress and Share Updates Regularly

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


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



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Roadway Safety Analysis

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.

Crash Analysis Approach

The New Orleans Safety Action Plan uses a data-driven crash analysis framework to understand where and why fatal and serious injury (FSI) crashes are occurring across the City's transportation network. In addition to a review of historic crash data over a five-year period, the analysis also builds on the Safe System Approach, emphasizing proactive identification of systemic risk, rather than reacting only after crashes occur. Crash data were supplemented with information on roadway classification, traffic volume, speeds, and driver behavior to support a system-wide assessment of exposure and risk across the City's street network.

Two crash datasets were provided upon request by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University (LSU). The first is a five-year historical crash inventory, including all crashes of all severities and modes between 2019 and 2023. The data included single-record-per-crash events, with a variety of attributes describing the crash severity, mode, date, context, contributing factors, and more, as well as coordinates of the crash. This was the primary crash dataset used for the development of the high injury network and all descriptive crash analytics and figures, except for demographic-focused analytics.

Maps 1 and 2 on the following pages illustrate the location of all fatal and serious injury (FSI) crashes in New Orleans between 2019 and 2023, and the relative density of those FSI crashes across the City.

The second dataset from CARTS was a supplementary five-year historical crash inventory, including person-level information for all persons involved in the crashes during the study period, such as mode, age, sex, race, ethnicity, and injury status. This dataset did not include crash report information, which could connect it to the primary dataset, personally identifiable information, or coordinates for related crash events. This secondary crash dataset was used exclusively for the development of descriptive crash analytics and figures related to demographics.

Combined, these datasets provided the foundation to determining key crash location types, environmental factors, manners of crashes, and other crash trends, as well as an overview of the user groups most impacted by crashes. These findings directly influenced the identification and development of the safety countermeasures, actions, and infrastructure recommendations included in Chapters 4 and 5.

It should be noted that in 2022, CARTS updated its crash database to reflect changes to the State's crash report form. The changes, which allow for more accurate reporting and analysis, particularly of non-motorist crashes, were applied to prior year crash data as well to match the new format. Learn more at https://carts.lsu.edu/.

Crashes (2019-2023)

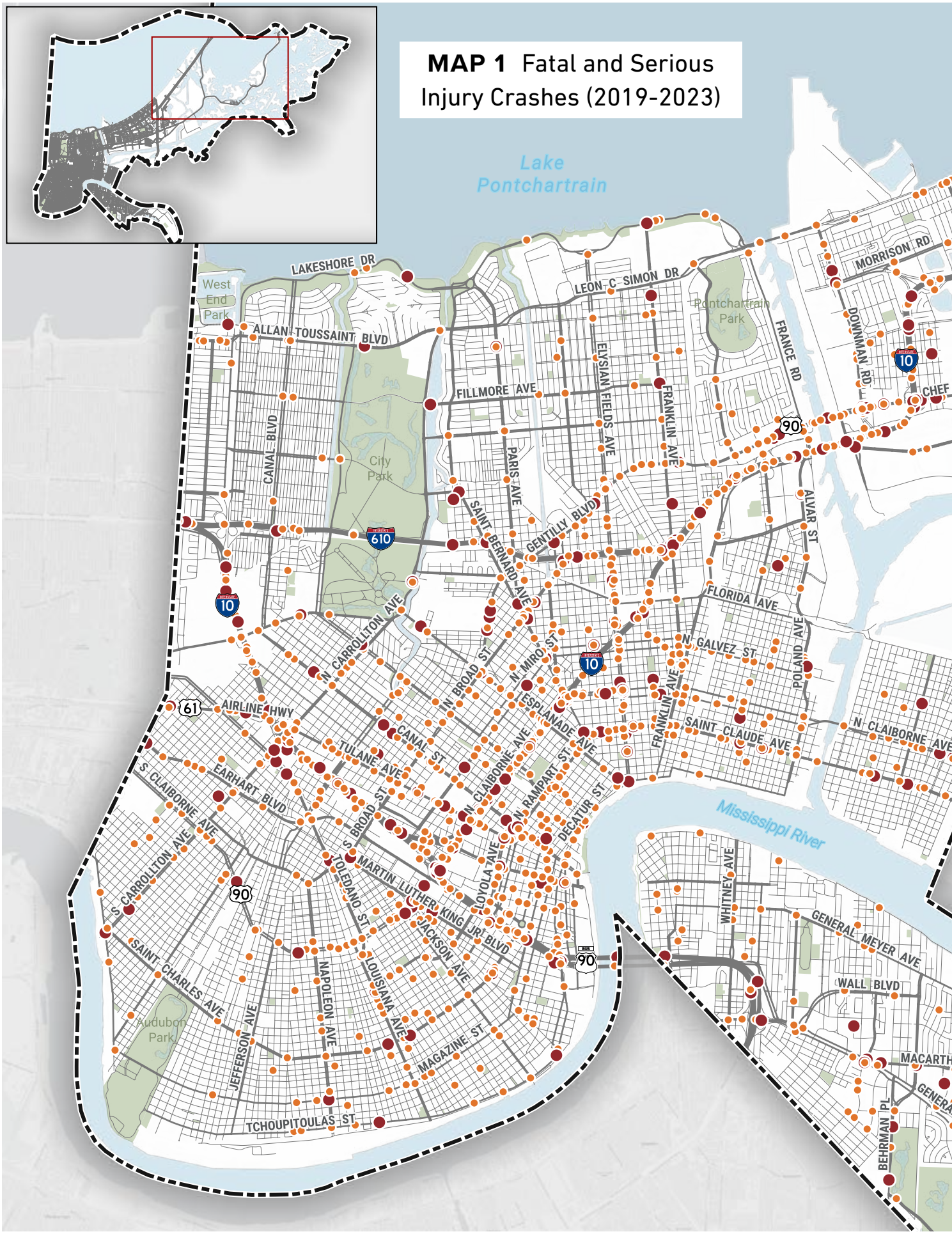
There were **84,642** crashes in New Orleans.

This includes **1,895 FSI Crashes** involving **2,161 people**. Of those people, 297 died as a result of their injuries.

What is a Serious Injury?

A serious injury is one that is life-altering, referring to injuries involving broken or fractured bones, dislocated limbs, severe lacerations, unconsciousness, severe burns, or injuries to the skull, spinal cord, or abdomen.

New Orleans, LA


MAP 1 Fatal and Serious Injury Crashes (2019-2023)
Lake Pontchartrain
Mississippi River
LAKESHORE DR
West End Park
ALLAN TOUSSAINT BLVD
CANAL BLVD
City Park
FILLMORE AVE
LEON C SIMON DR
Pontchartrain Park
FRANCE RD
MORRISON RD
DOWNMAN RD
CHEF
ELYSIAN FIELDS AVE
FRANKLIN AVE
PARIS AVE
SAINT BERNARD AVE
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AIRLINE HWY
N CARROLLTON AVE
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FLORIDA AVE
N GALVEZ ST
POLAND AVE
ESPLANADE AVE
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TULANE AVE
EARHART BLVD
S CLAIBORNE AVE
S CARROLLTON AVE
S BROAD ST
N RAMPART ST
DECATUR ST
LOYOLA AVE
TOLEDANO ST
S MARTIN LUTHER KING JR BLVD
JACKSON AVE
WHITNEY AVE
GENERAL MEYER AVE
WALL BLVD
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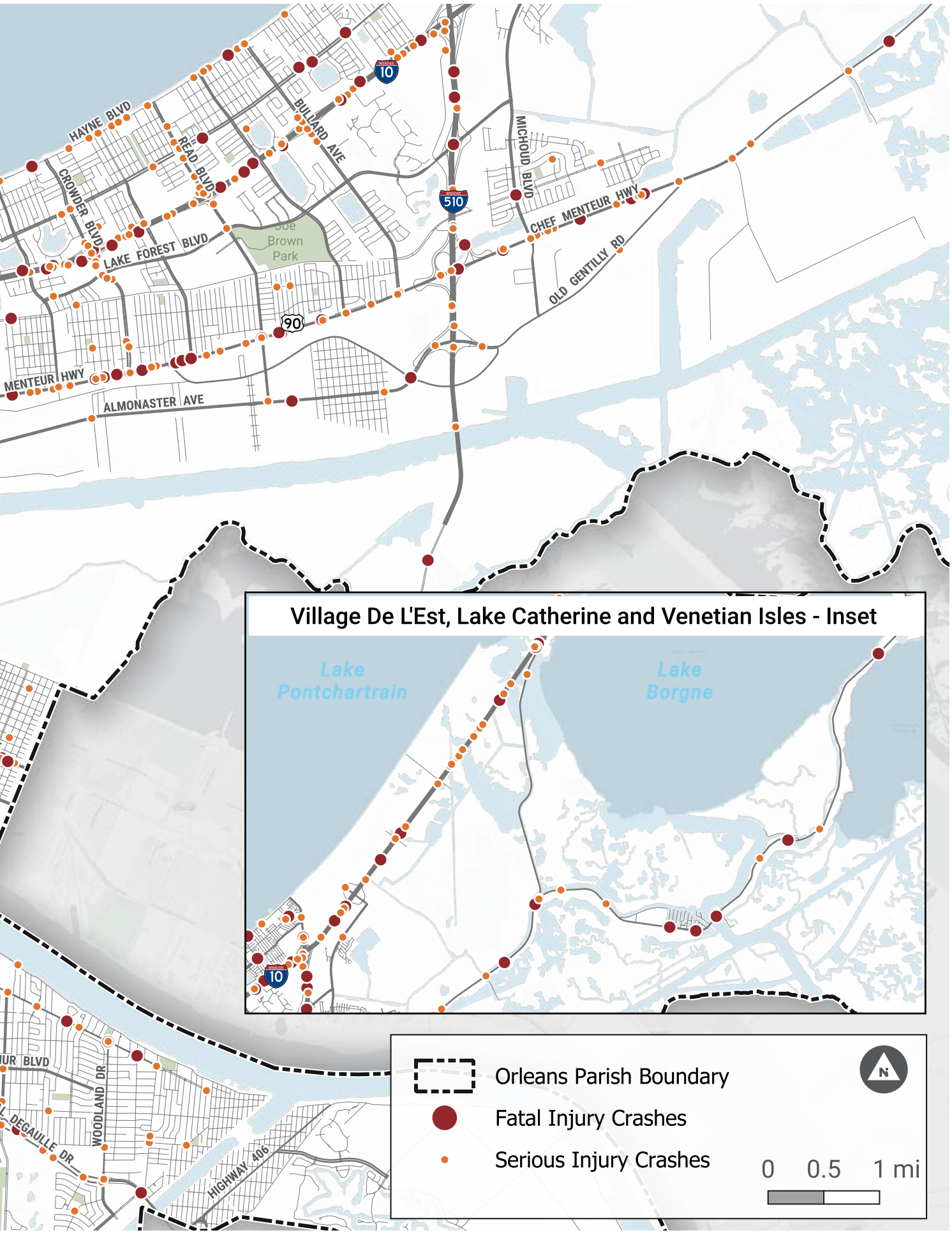
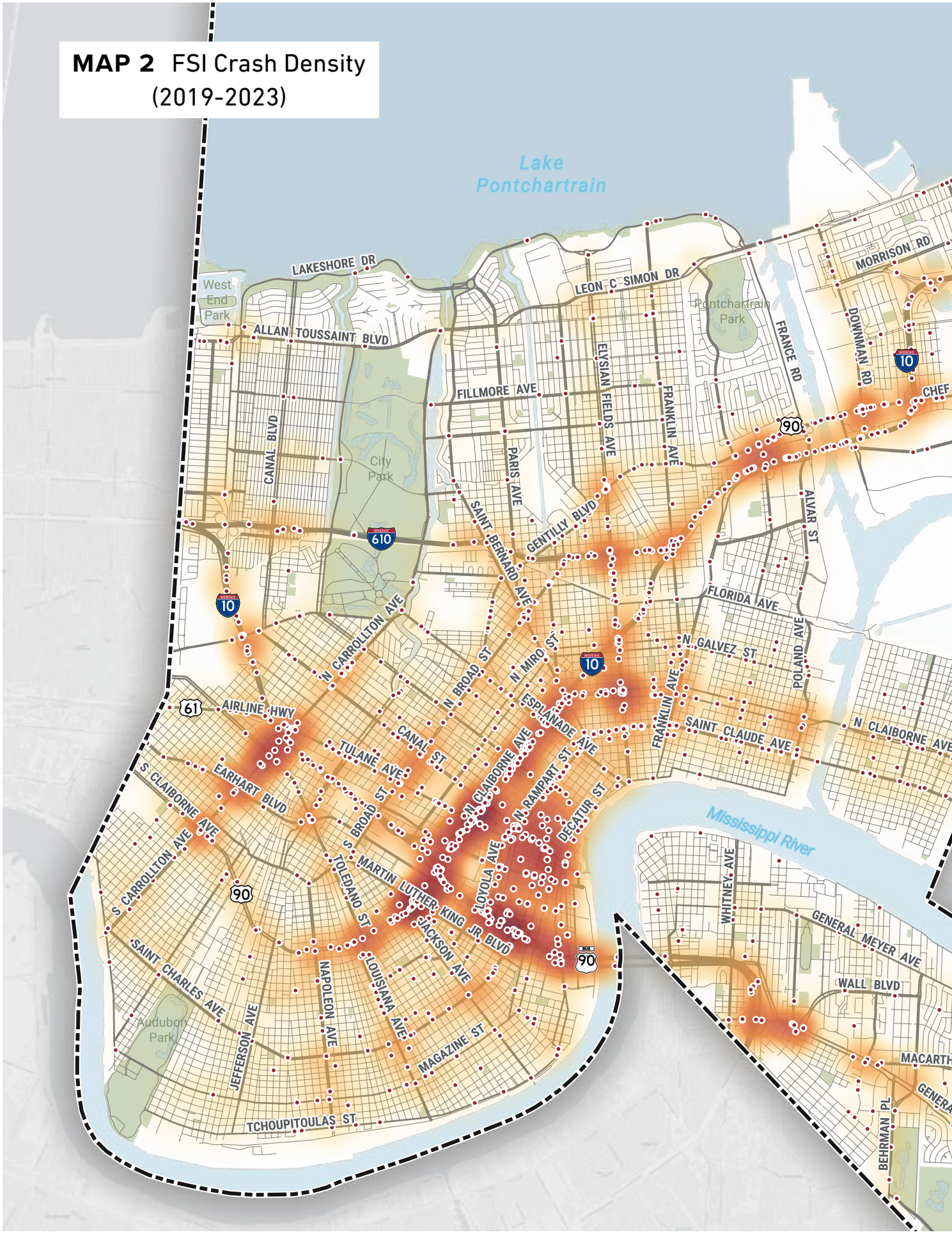
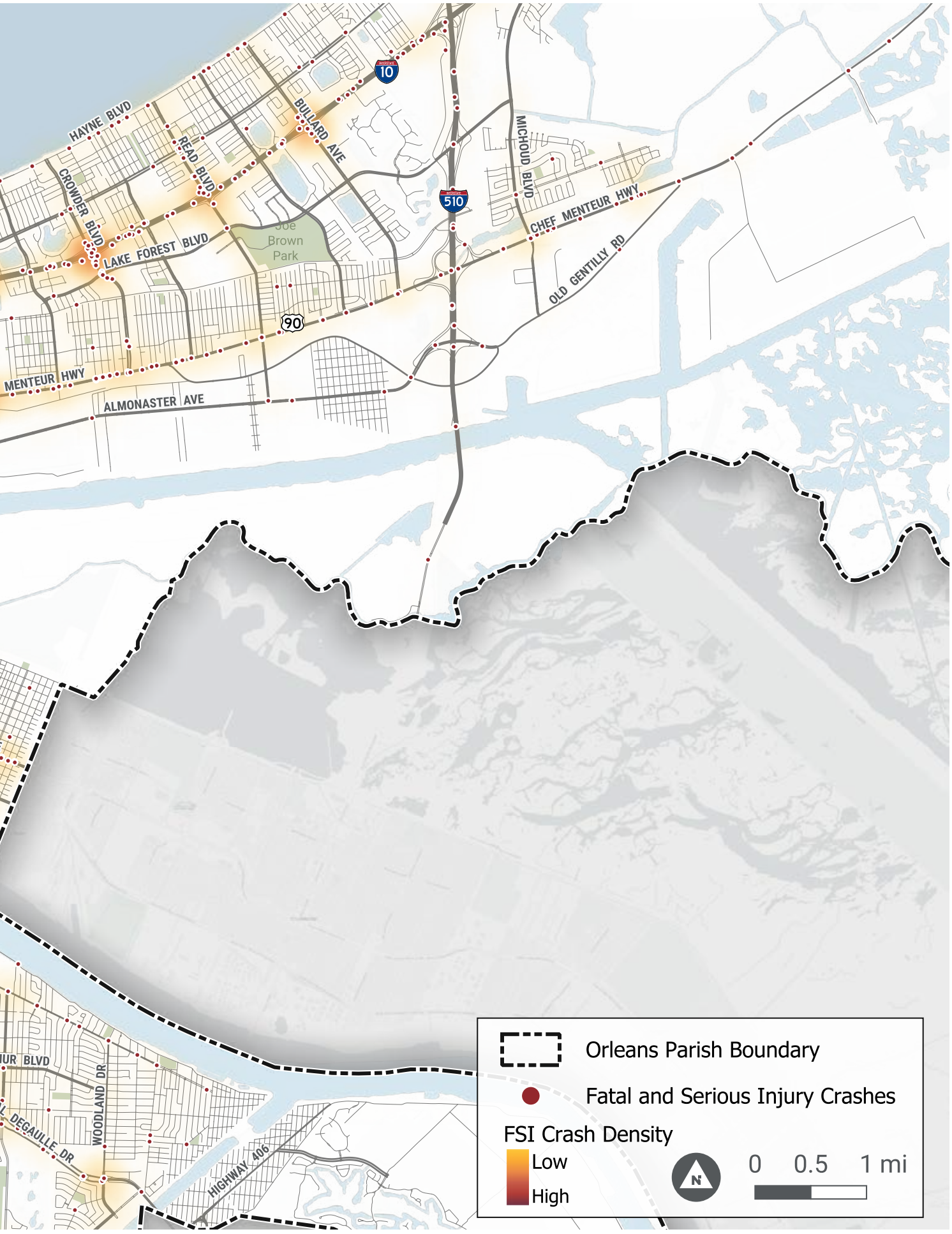
NAPOLEON AVE
LOUISIANA AVE
MAGAZINE ST
Audubon Park
JEFFERSON AVE
TCHOUPITOULAS ST
BEHRMAN PL


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

MAP 2 FSI Crash Density
(2019-2023)




HAYNE BLVD
CROWDER BLVD
READ BLVD
BULLARD AVE
LAKE FOREST BLVD
Joe Brown Park
MICHOUD BLVD
CHEF MENTEUR HWY
OLD GENTILLY RD
MENTEUR HWY
ALMONASTER AVE
10
510
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WOODLAND DR
HIGHWAY 406
Orleans Parish Boundary
Fatal and Serious Injury Crashes
FSI Crash Density
Low
High
N
0 0.5 1 mi

Key Crash Trends

Crash trends from 2019 through 2023 reveal that severe crashes are increasing across nearly all travel modes. **Maps 1 and 2** on the previous page show a pattern of these crashes concentrated along major streets and within the core of the City. Analyzing crashes by mode of travel under the Safe System Approach in an SS4A Safety Action Plan is essential because it reveals mode-specific risks and systemic vulnerabilities, enabling targeted, equitable countermeasures that protect all users. Because they lack the structural protection of passenger vehicles (a metal frame, airbags, and seatbelts, for example), vulnerable road users, or VRUs, are significantly more likely to experience severe or fatal injuries when involved in a crash.

The analyses in this Plan follow the definition of VRUs found in the Bipartisan Infrastructure Law (BIL), under which the SS4A program was initially created. SS4A defines VRUs as people walking, bicycling, using mobility aids (such as wheelchairs), and using micromobility devices. For VRUs, differences in mass, speed, and exposure mean that even low- to moderate-speed crashes can result in life-altering consequences.

Hit and Run

22% of FSI Crashes

Lane Departure

22% of FSI Crashes

Young Drivers (15-24)

20% of FSI Crashes

Drunk Driving

17% of FSI Crashes

No Seatbelt

16% of FSI Crashes

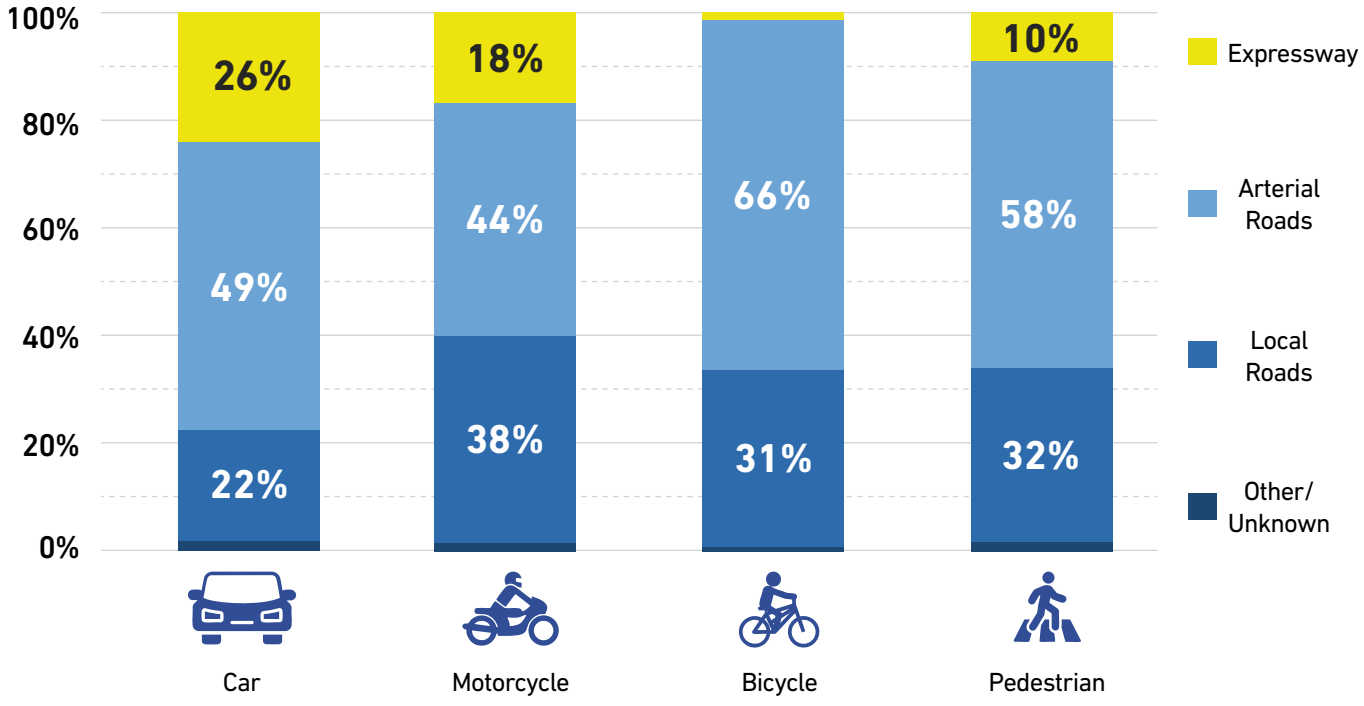


FIGURE 2 FSI crash share by road type and mode (2019-2023)

Neighborhood Commercial/Mixed Use

28% of FSI Crashes

Historic Low Density Residential

14% of FSI Crashes

Suburban Low Density Residential

12% of FSI Crashes

Central Business District

9% of FSI Crashes

Industrial

8% of FSI Crashes

Motorcyclists, which are sometimes included as VRUs under other agencies or programs, for example, the National Highway Traffic Safety Administration (NHTSA), face a comparable level of physical vulnerability on the roadway. While they are not formally categorized as VRUs in this Plan's analytical framework, motorcycles provide far less protection than passenger vehicles, and crash outcomes for riders are often severe. As a result, motorcyclists are considered separately from automobile users in this discussion of roadway vulnerability.

What factors are involved in serious crashes in Orleans Parish?

There are a variety of factors that contribute to crashes, including excessive speed, roadway conditions, equipment failure, driver inexperience, and environmental conditions such as weather and lighting. Human behaviors, like distraction and impairment, can also contribute to the number and severity of crashes that occur on City streets.

Where are crashes occurring in Orleans Parish?

Arterial roadways are a primary hotspot for FSI crashes—about 50 percent of all FSI crashes

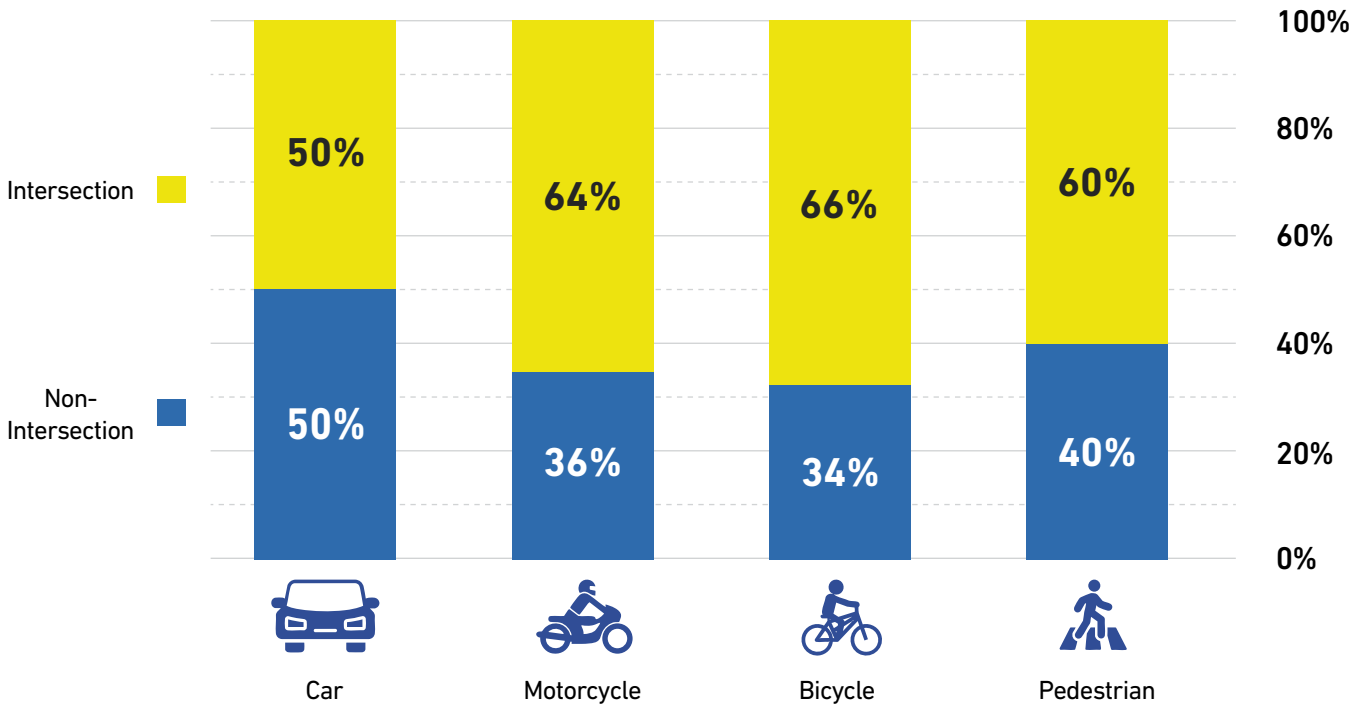


FIGURE 3 FSI crashes by location type and mode (2019-2023)

occurred on an arterial roadway, even though arterials only make up about 25 percent of all roadway miles in the City. Intersections are also hotspots for FSI crashes, particularly for VRUs. 64 percent of motorcycle crashes, 66 percent of bicycle crashes, and 60 percent of pedestrian crashes occur at intersections. **Figure 2 and 3** illustrate the location breakdown of crashes by mode.

When looking at land use and development patterns, crash analyses found that the highest percentage of FSI crashes were located in Neighborhood Commercial / Mixed Use (28 percent) and Low Density Residential areas (26 percent) as defined by New Orleans' current zoning ordinance.

Who is most affected by crashes in Orleans Parish?

In New Orleans, fatal and serious injuries are disproportionately concentrated among men and working-age adults. Although men represent 47 percent of the population, they

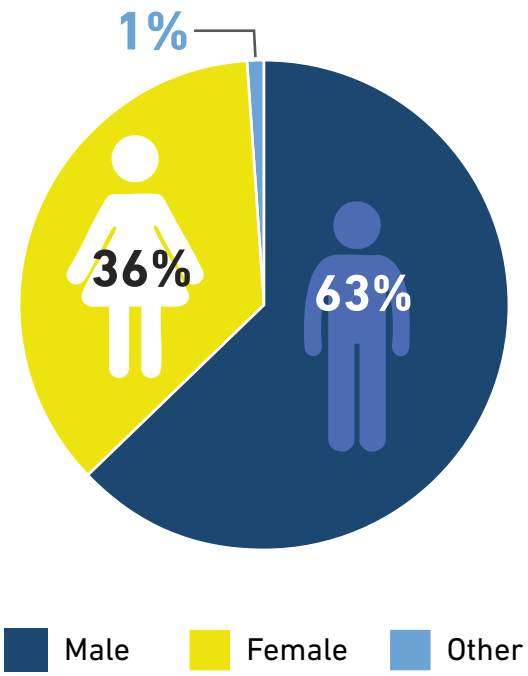


FIGURE 4 FSI injuries by gender

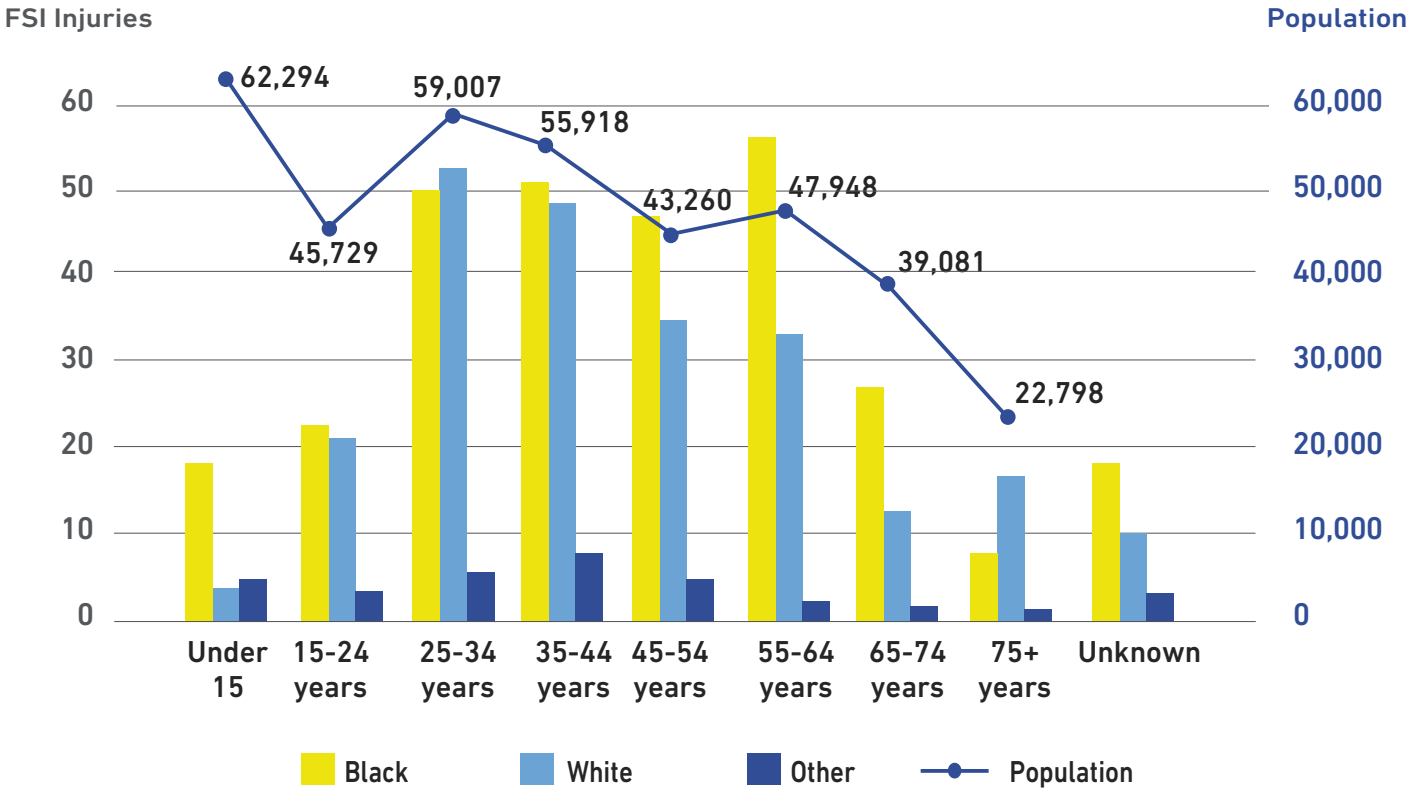


FIGURE 5 FSI injuries by age group and race (2019-2023)

account for 63 percent of FSI crash injuries, as shown in **Figure 5**. Men aged 24 to 44 are particularly overrepresented in severe crash outcomes. This holds true for both Black and white individuals when looking at all modes. **Figure 6** shows the share of FSI crashes by age group and race, with each age group's share of the total city population for reference.

When looking specifically at VRU crashes, Black people in New Orleans are overrepresented in FSI crash outcomes relative to their population. A disproportionately high share of VRU injuries involve Black individuals aged 35 to 64, specifically 55 to 64-year-olds. There is a slightly higher proportion of white individuals aged 75 and older that are involved in VRU FSI crashes relative to their population.

In New Orleans, VRUs and motorcyclists are significantly overrepresented in fatal and serious injury (FSI) crashes. People walking, bicycling, or motorcycling account for approximately 5 percent of total crashes, yet they collectively comprise 41 percent of FSI crashes, as shown in **Figure 7**. Severe pedestrian and bicycle crashes are frequently concentrated at intersections and along higher-speed arterial corridors, where turning conflicts, long crossing distances, and limited visibility increase risk. Motorcycle crashes are often associated with speed, lane departure, and impaired driving. The

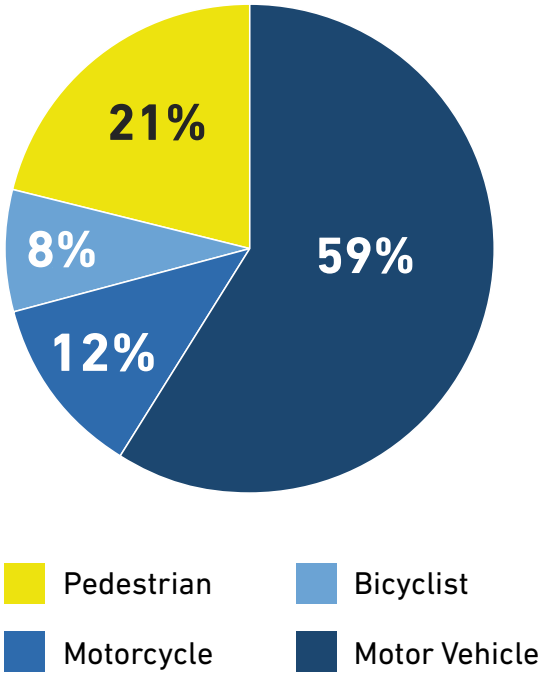


FIGURE 6 Percent of FSI crashes by mode (2019-2023)

rate of severe outcomes for VRUs and motorcyclists are similarly disproportionate. **Figure 8** illustrates that while just 1 percent of motor vehicle crashes resulted in a death or serious injury, the percentage of FSI outcomes for crashes involving other modes is substantially higher. These patterns highlight the need for safer speeds, improved intersection design, enhanced lighting and visibility, and infrastructure that reduces conflicts and exposure for those most at risk.

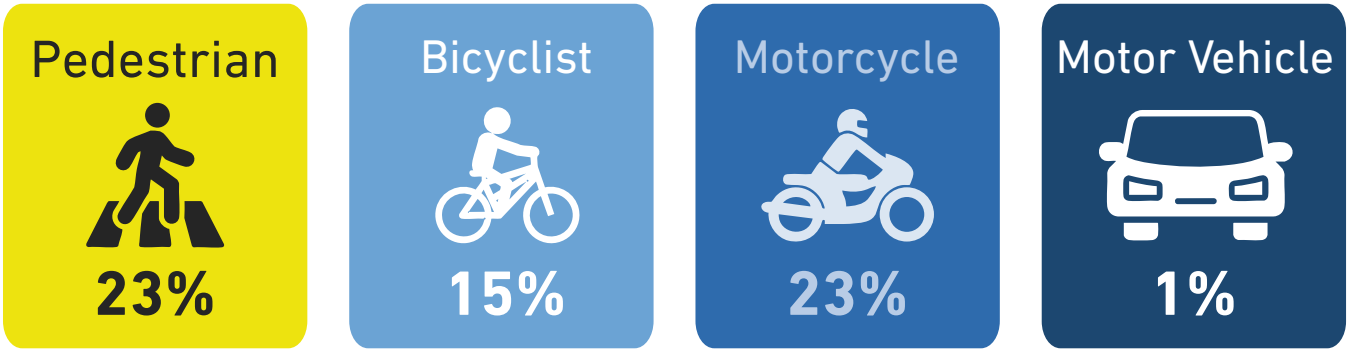


FIGURE 7 Percent of crashes resulting in death or serious injury by mode (2019-2023)

High Injury Network

The High Injury Network (HIN) map is derived from a crash density-based analytical approach designed to identify roadway segments with disproportionately high concentrations of severe crashes. The analysis responds directly to observed patterns in historic crash data and emphasizes corridors associated with fatal and serious injury outcomes. A modified sliding window technique was applied to smooth discrete crash locations across continuous roadway segments, allowing the resulting maps to clearly depict network-level safety trends rather than isolated crash points.

The analysis used crash data from the five-year study period spanning 2019 through 2023. All crashes were successfully geolocated and assigned to roadway segments. The methodology was applied separately to expressway and non-expressway facilities and was conducted for two primary crash groupings: (1) all crash modes, including motor vehicles, motorcycles, bicyclists, and pedestrians, and (2) vulnerable road user (VRU) crashes, defined as any crash involving at least one pedestrian or bicyclist. This stratified approach ensured that differences in roadway function and user risk profiles were appropriately reflected in the results.

The HIN identification process consisted of four major steps: roadway re-segmentation, crash assignment and segment scoring, percentile ranking and selection, and post-processing of minor roadways.

Roadways were first re-segmented into consistent lengths, allowing crash densities to be compared across corridors. Crashes were then assigned to all roadway segments within 50 feet of their geocoded locations to account for intersection patterns and minor location inaccuracies. To emphasize severe outcomes, crashes were scored by injury severity, with fatal and incapacitating injury crashes receiving substantially higher values than minor or possible injury crashes, while property-damage-only crashes were excluded. The analysis then smoothed these scores across adjacent segments, distributing each crash's influence over up to five connected segments to highlight continuous high-risk corridors. Finally, segments were percentile-ranked by roadway type and mode group to identify those with the highest concentrations of severe crashes.

Rather than applying a fixed numeric threshold, the cutoff for inclusion in the HIN was determined dynamically. The selected segments represent approximately 50 percent of the total crash severity scoring within each analysis category. This approach balances network coverage with analytical focus, ensuring that the HIN captures the corridors responsible for the majority of severe crashes while remaining a manageable portion of the overall roadway system.

Using this method, approximately 7.9 percent of the non-expressway roadway network was identified as part of the all-modes HIN, 19.5 percent of expressway mileage was included in the all-modes expressway HIN, and 4.6 percent of non-expressway roadways were selected for the vulnerable road user High Injury Network. The non-expressway all modes HIN is approximately 51% state-controlled roads and 49% local streets.

About **68%** of FSI crashes occurred on just 130 miles **(7%)** of the City's 1,800-mile roadway network.

Of the 130 miles that comprise the High Injury Network:

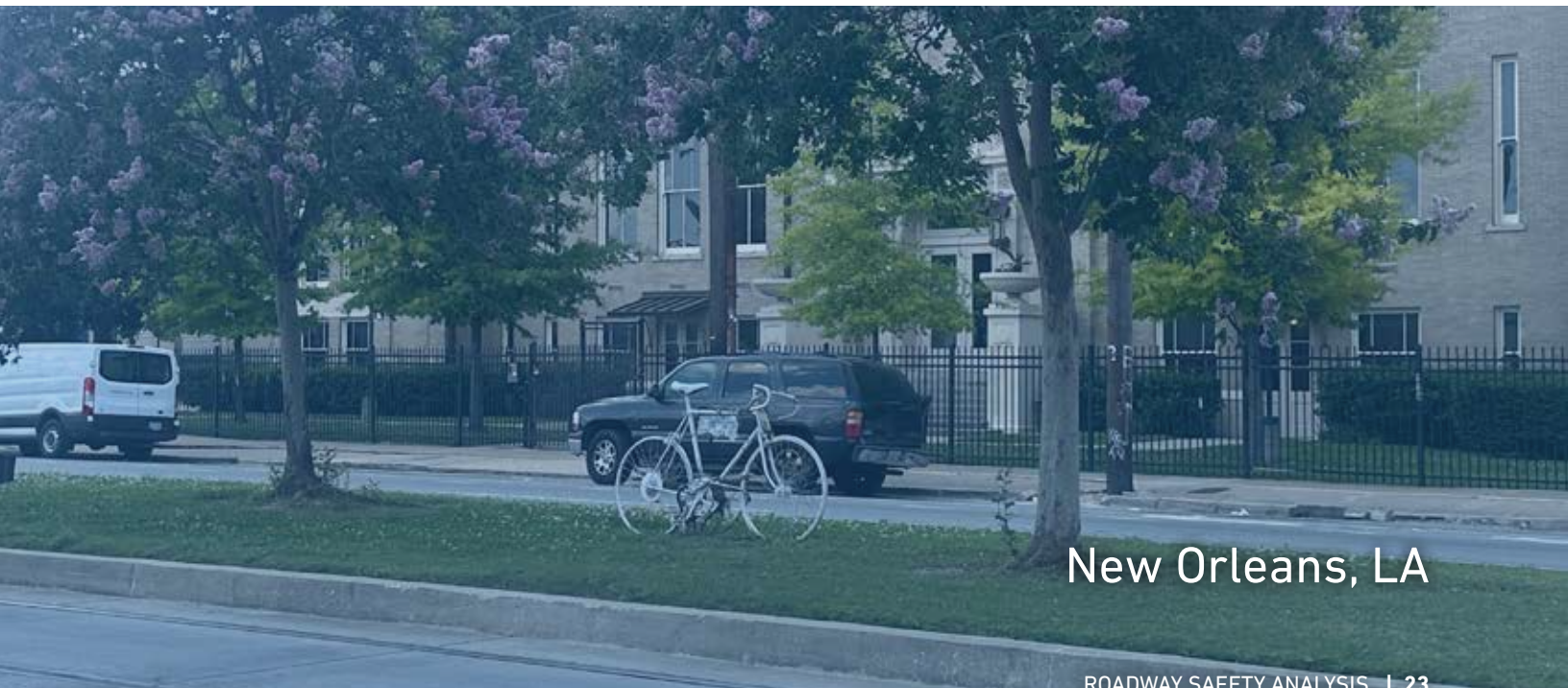
70% do not have a designated bicycle facility*

72% are city-designated truck routes*

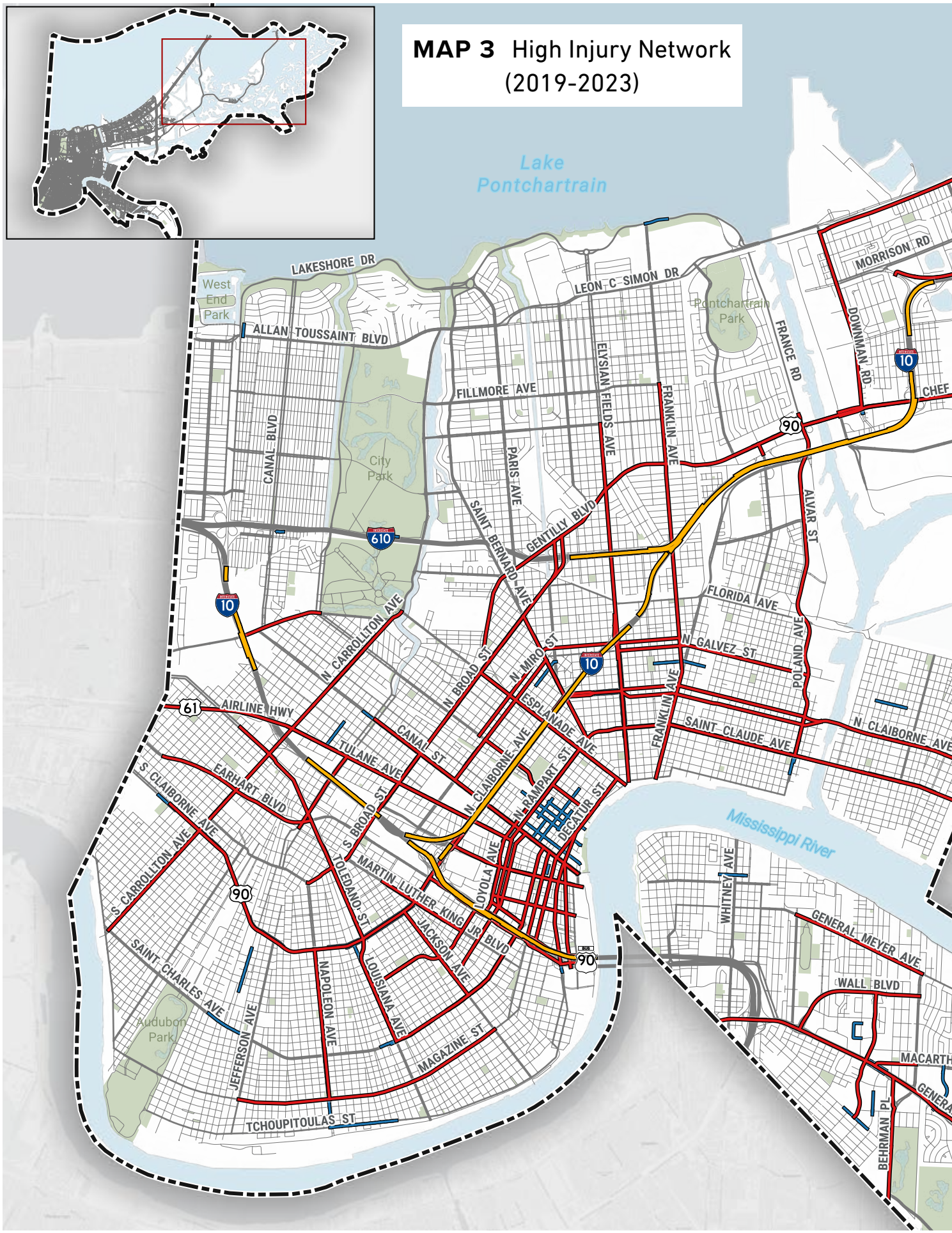
82% are RTA transit routes*

Roadway Type	HIN%
Interstate/Expressway	**12%**
Major or Minor Arterial	**75%**
Major or Minor Collector	**10%**
Ramp/Frontage Road	**3%**

* Excluding interstates



New Orleans, LA


MAP 3 High Injury Network
(2019-2023)
Lake Pontchartrain
LAKESHORE DR
West End Park
ALLAN TOUSSAINT BLVD
CANAL BLVD
City Park
FILLMORE AVE
PARIS AVE
SAINT BERNARD AVE
GENTILLY BLVD
LEON C SIMON DR
ELYSIAN FIELDS AVE
FRANKLIN AVE
Pontchartrain Park
FRANCE RD
MORRISON RD
DOWNMAN RD
ALVAR ST
FLORIDA AVE
N GALVEZ ST
POLAND AVE
SAINT CLAUDE AVE
N CLAIBORNE AVE
N CARROLLTON AVE
N BROAD ST
N MIRO ST
ESPLANADE AVE
N RAMPART ST
DECATUR ST
AIRLINE HWY
CANAL ST
TULANE AVE
EARHART BLVD
S CLAIBORNE AVE
S CARROLLTON AVE
S BROAD ST
TOLEDANO ST
MARTIN LUTHER KING JR BLVD
LOYOLA AVE
JACKSON AVE
LOUISIANA AVE
NAPOLEON AVE
SAINT CHARLES AVE
JEFFERSON AVE
Audubon Park
MAGAZINE ST
TCHOUPITOULAS ST
Mississippi River
WHITNEY AVE
GENERAL MEYER AVE
WALL BLVD
MACARTH
GENERA
BEHRMAN PL
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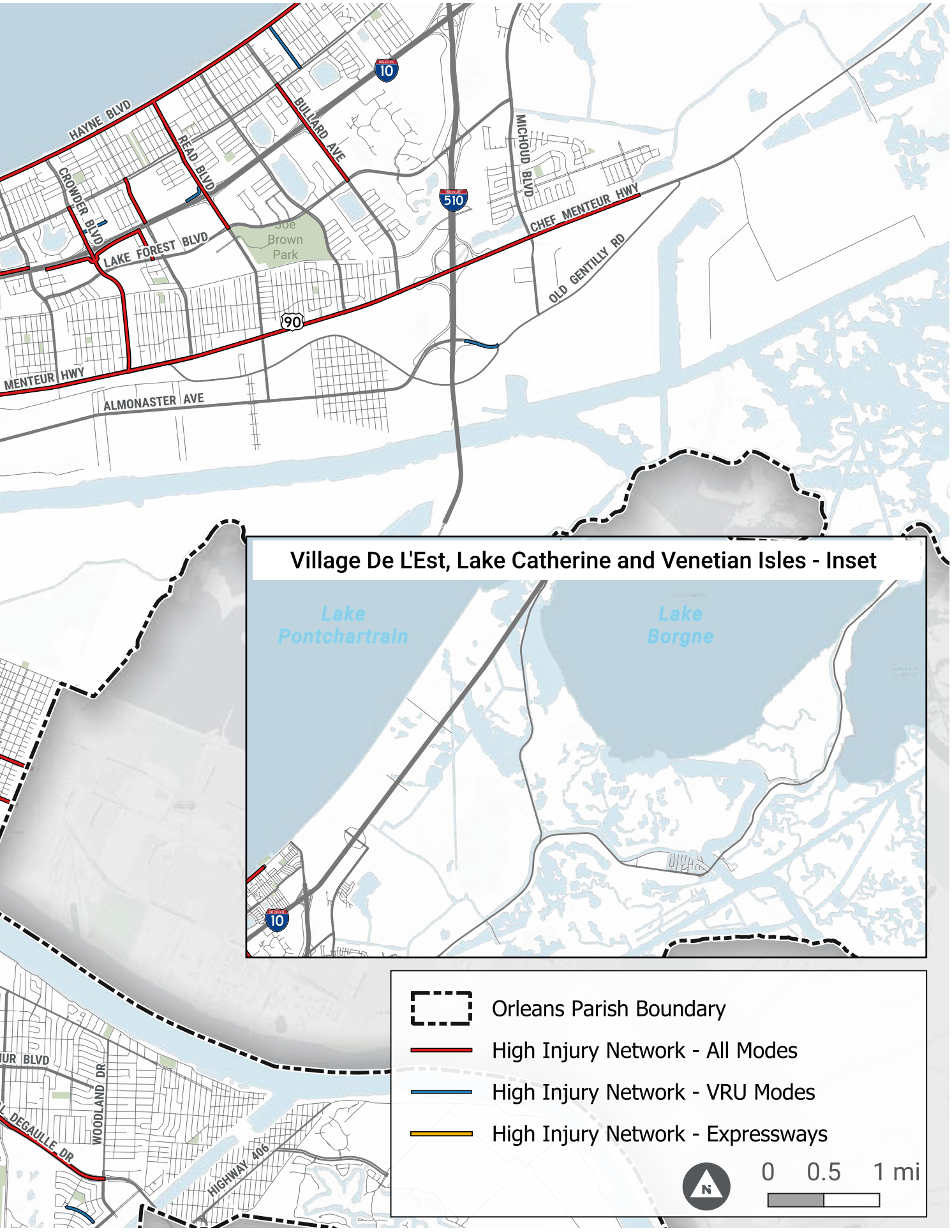

HAYNE BLVD
CROWDER BLVD
READ BLVD
BULLARD AVE
LAKE FOREST BLVD
Joe Brown Park
MICHOUD BLVD
CHEF MENTEUR HWY
OLD GENTILLY RD
MENTEUR HWY
ALMONASTER AVE
10
510
90
Village De L'Est, Lake Catherine and Venetian Isles - Inset
Lake Pontchartrain
Lake Borgne
WOODLAND DR
HIGHWAY 406
Orleans Parish Boundary
High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

High Risk Network

The risk-based analysis for this project was conducted using the Safer Streets Priority Finder's (SSPF) Safer Streets Model (SSM). The SSPF is a free and open-source resource that allows practitioners and advocates to analyze and understand the risk to vulnerable road users. It is a tool that was developed as a collaboration between the City of New Orleans and Toole Design, funded by USDOT grants. With just some minimal data prep required, the SSM uses a Bayesian statistical framework to make a robust estimation of crash risk along the road network.

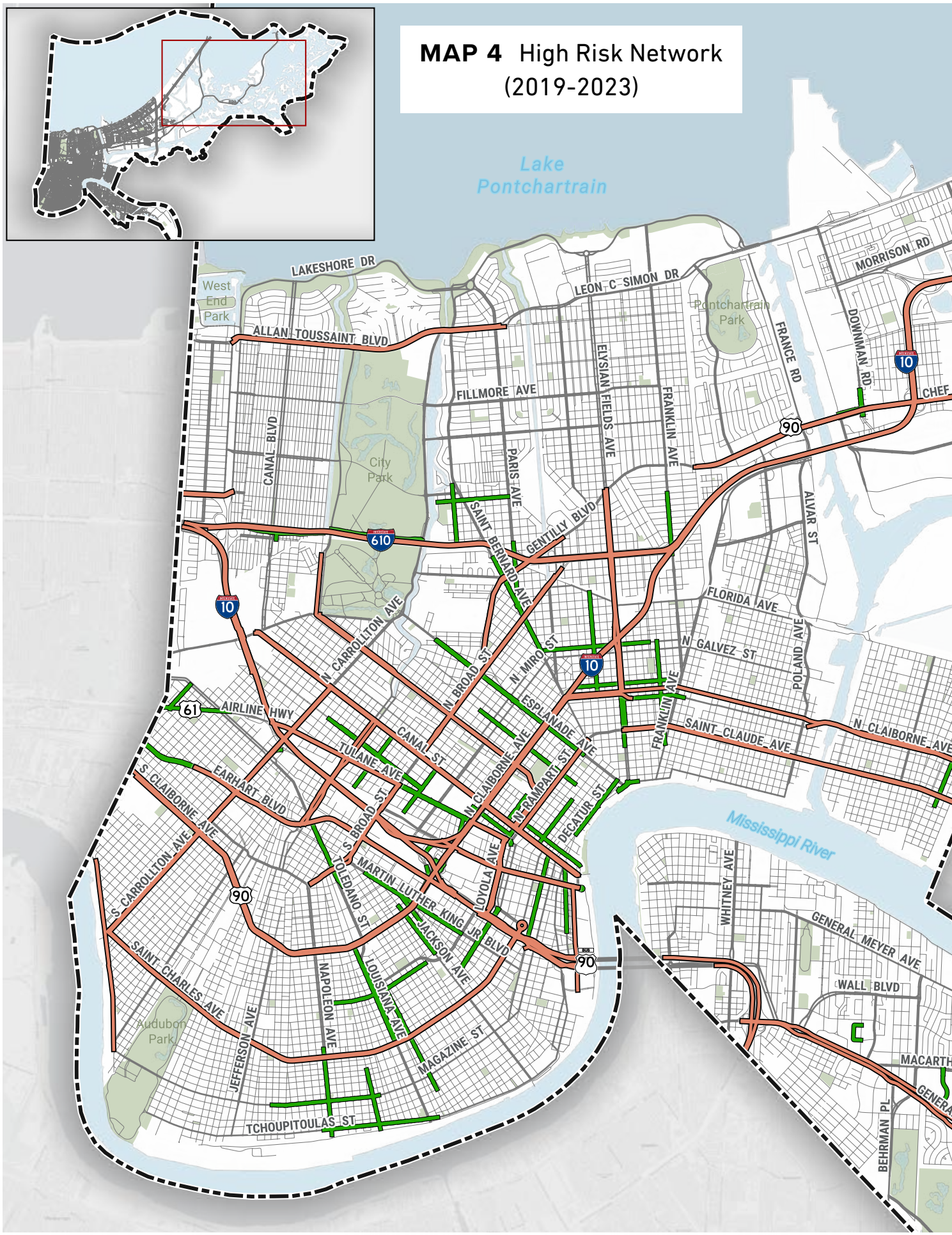
The SSM brings the segmented road network window segments into a Bayesian statistical framework to estimate crash risk throughout the system. This framework allows the tool to incorporate external information about how many crashes we might expect to see (called a Bayesian prior), alongside the observed crash history. The model estimates crash risk rates per mile for each road segment and each crash mode (pedestrian and bicyclist only at this time) and severity. These values are then converted to crash cost estimates based on the costs assigned to each crash severity by the user or from the SSPF default costs.

In order to assess risk more comprehensively across all modes, including motor vehicles, the risk-based analysis also includes risk score results generated using the City's access to Replica's Safe Streets Planner application. The Safe Streets Planner assigns a comparative risk score to roadway segments based on factors including speeding (in this case 10 mph or more above the speed limit), sudden braking and acceleration, suspected collisions, and phone handling, and normalized by the number of trips and corridor length.

Map 4 on the following page shows the High Risk Network for both All Modes and for VRUs. While there is significant overlap with the HIN, a number of additional roadways appear on the risk network. This indicates that, although the crash history during the five-year study period did not elevate these to the HIN, they share characteristics with HIN roadways that indicate a need for proactive safety improvements.

Together with stakeholder and public input described in Chapter 3, the results of the crash analysis, including the High Injury Network and High Risk Network maps provided the foundation for developing the systemic safety strategies and list of prioritized safety infrastructure projects found in Chapter 5.

New Orleans, LA


MAP 4 High Risk Network
(2019-2023)
Lake Pontchartrain
LAKESHORE DR
West End Park
ALLAN TOUSSAINT BLVD
CANAL BLVD
City Park
FILLMORE AVE
PARIS AVE
ELYSIAN FIELDS AVE
FRANKLIN AVE
LEON C SIMON DR
Pontchartrain Park
FRANCE RD
DOWNMAN RD
MORRISON RD
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SAINT BERNARD AVE
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ALVAR ST
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N GALVEZ ST
POLAND AVE
N CARROLLTON AVE
N BROAD ST
N MIRO ST
ESPLANADE AVE
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S CARROLLTON AVE
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TOLEDANO ST
MARTIN LUTHER KING JR BLVD
LOYOLA AVE
JACKSON AVE
Mississippi River
WHITNEY AVE
GENERAL MEYER AVE
WALL BLVD
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LOUISIANA AVE
MAGAZINE ST
Audubon Park
JEFFERSON AVE
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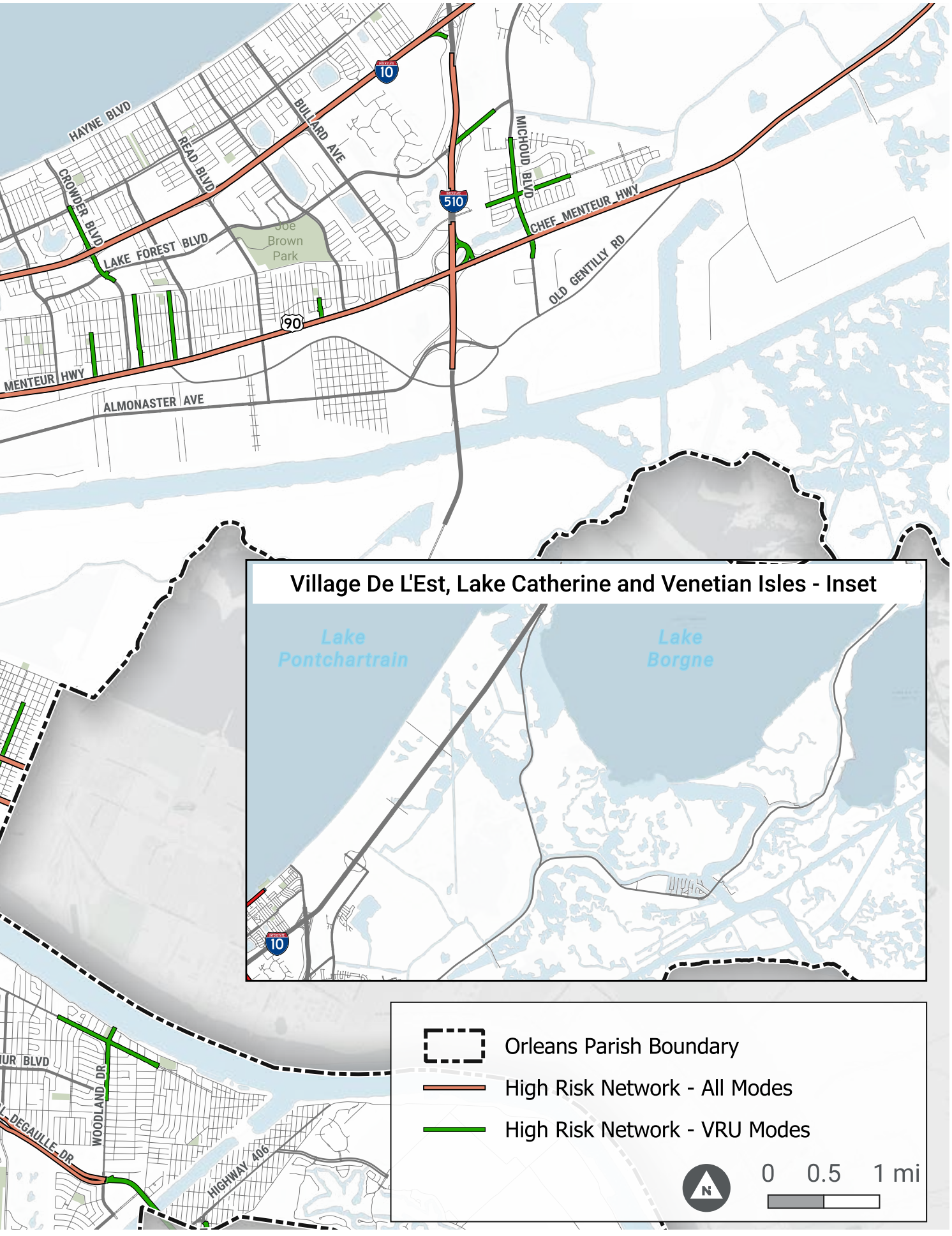
BEHRMAN PL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CROWDER BLVD
LAKE FOREST BLVD
Joe Brown Park
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CHEF MENTEUR HWY
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Village De L'Est, Lake Catherine and Venetian Isles - Inset
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Lake Borgne
WOODLAND DR
HIGHWAY 406
Orleans Parish Boundary
High Risk Network - All Modes
High Risk Network - VRU Modes
0 0.5 1 mi
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SAINT CHARLES AVENUE
MAGAZINE STREET
TCHOUPITOULAS STREET
LA SALLE STREET
JACKSON AVENUE
EARHART BOULEVARD
SOUTH CARROLLTON AVENUE
TULANE AVENUE
POYDRAS STREET
CANAL BOULEVARD
MARTIN LUTHER KING, JR. BOULEVARD

03

Community Priorities

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.

Public and Stakeholder Engagement Methods

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

Phase 1 of engagement focused on communicating the importance of transportation safety and understanding community concerns related to driving, walking, bicycling, rolling, taking transit, and general traffic safety in New Orleans. Activities in Phase 2 were focused on collecting input from the community on the draft High Injury Network (HIN), priority projects, and identified safety countermeasures to help the City achieve its fatal and serious injury crash reduction goals.

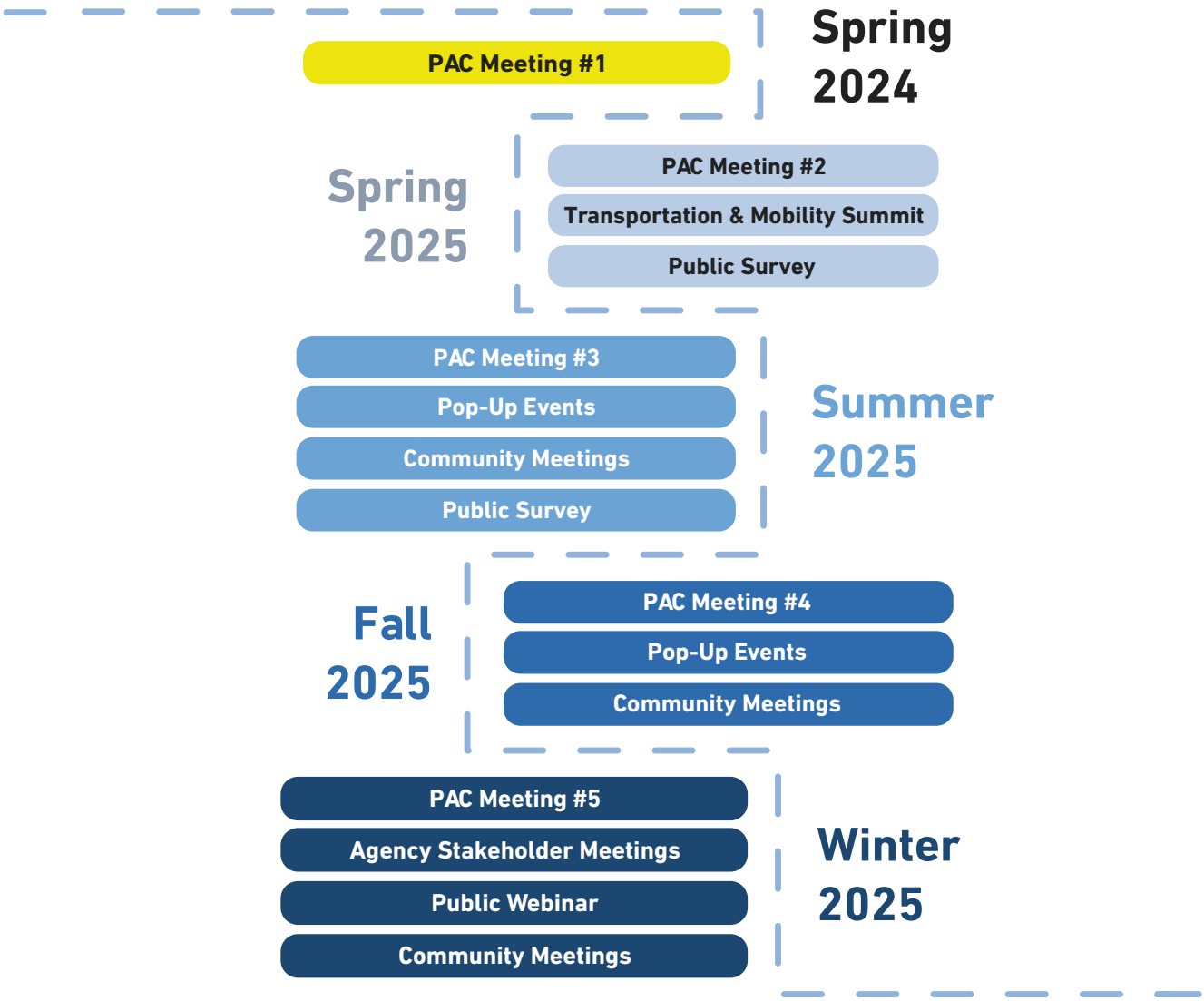


FIGURE 8 Engagement Timeline

Project Advisory Committee

A Project Advisory Committee (PAC) was developed to guide the Safety Action Plan's development (see p. IV for a list of PAC members). The PAC met five times over the course of the project and consisted of municipal staff from multiple departments, state and regional agency representatives, emergency medical services representatives, and local advocates. Key responsibilities of the PAC included providing planning oversight, ensuring interdepartmental and interagency coordination, and guiding the Safety Action Plan implementation.

Agency Stakeholders at Executive Session

New Orleans Safety and Mobility Summit

Safety Action Plan engagement launched in May 2025 with a two-day Safety and Mobility Summit intended to guide the development of the vision, goals, and objectives for transportation safety within New Orleans, create awareness about the current state of transportation safety within the City, introduce the concept of the Safe System Approach to stakeholders and the public, and begin collecting information from the public about transportation safety challenges that the Safety Action Plan should address.

Residents at Public Open House

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

Executive Session May 2025

New Orleans Safety and Mobility Summit

Public Meetings

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

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

Public Surveys

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

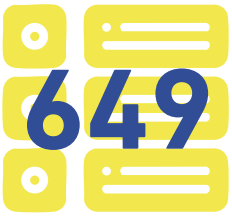
Online Web Map

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

Attendees at Public Meetings

Public Survey Responses

Pop-ups and Events Attended



Points Added to Online Web Map

Open-Ended Comments from Online Web Map

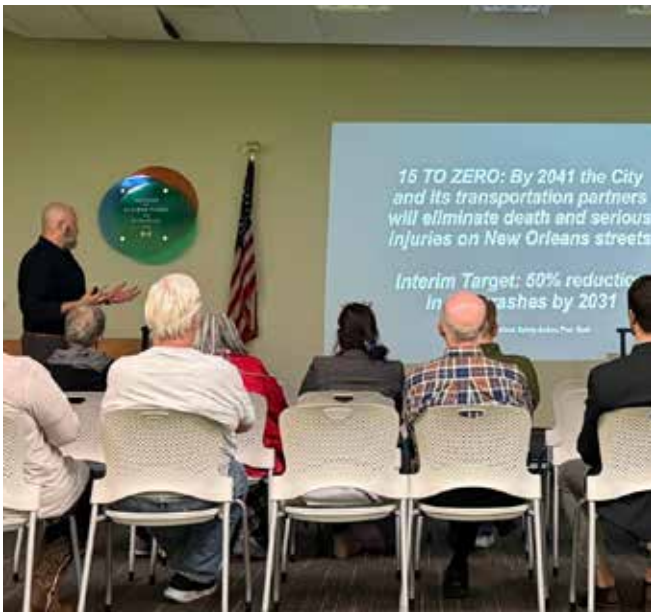
Agency Stakeholder Interviews

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

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

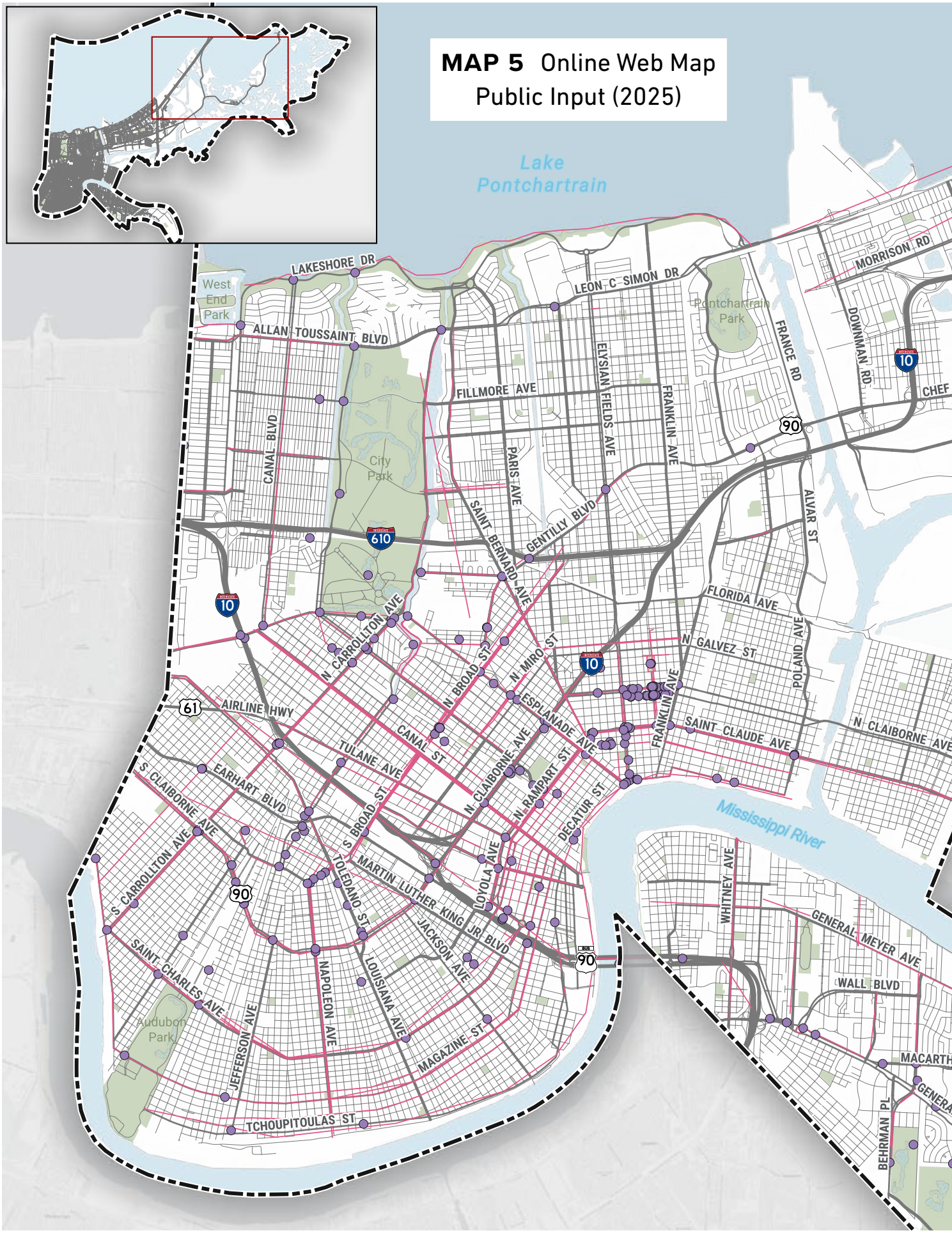
Pop-Up Events and Community Outreach

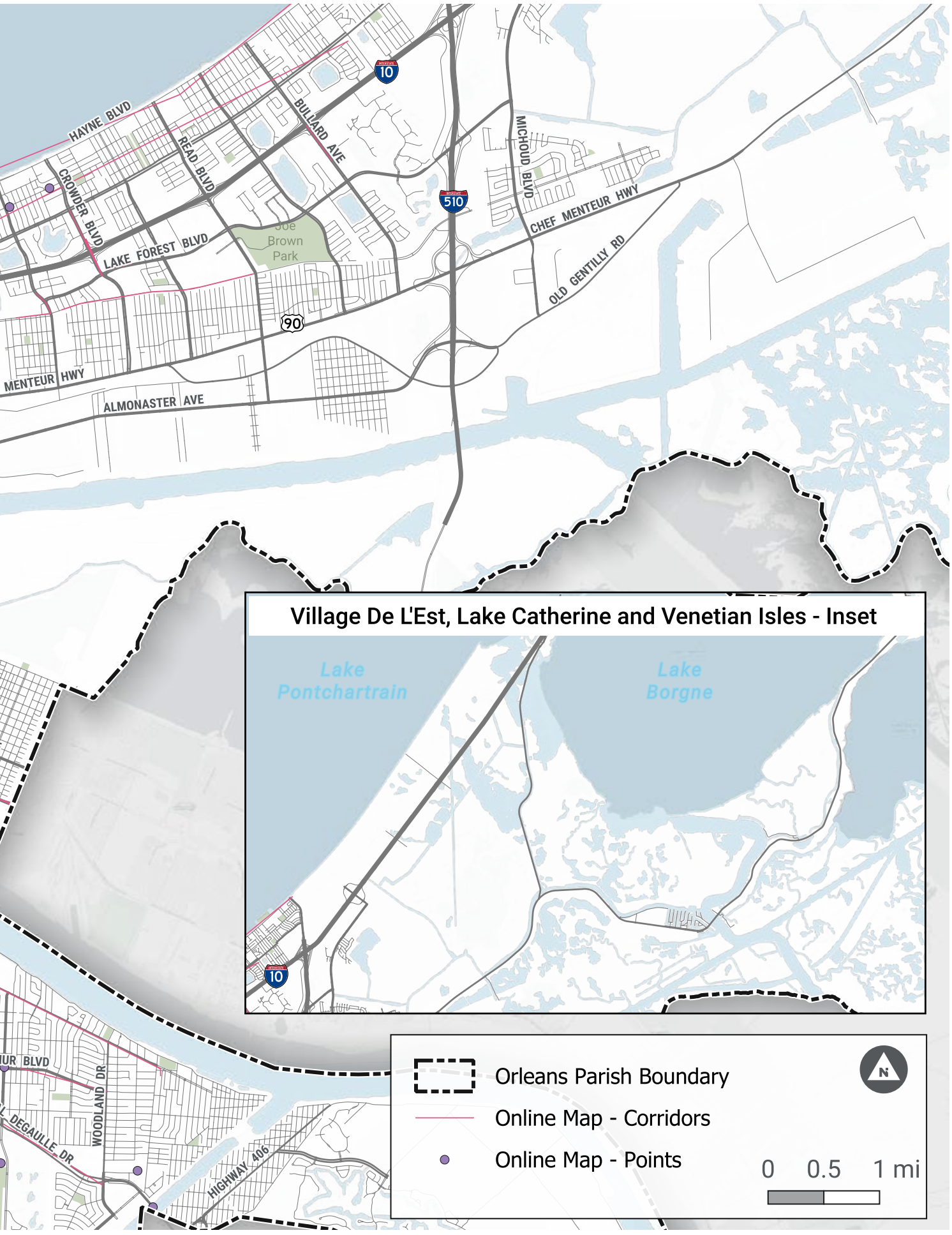
By attending pop-up events around the City, the project team was better able to reach community members where they were. This outreach strategy was used in both Phase 1 and Phase 2 engagement to collect information about transportation safety concerns as well as feedback on Safety Action Plan priorities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



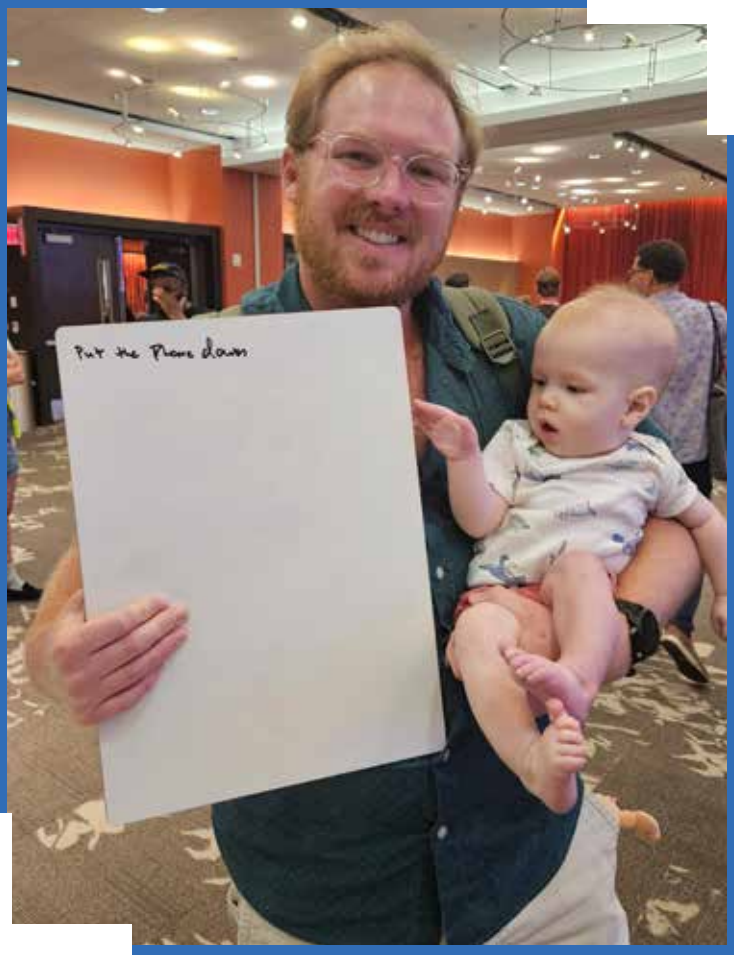
Community outreach and public meeting at Algiers Regional Library, December 2025

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

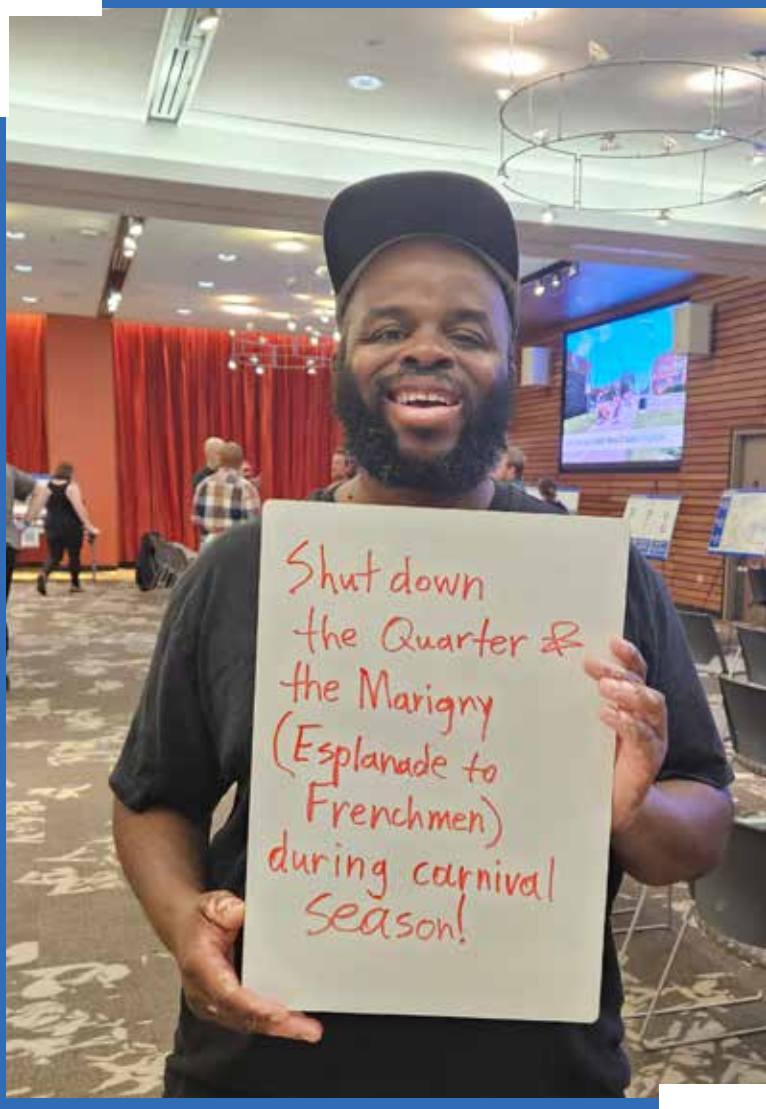

MAP 5 Online Web Map
Public Input (2025)
Lake Pontchartrain
Mississippi River
LAKESHORE DR
West End Park
ALLAN TOUSSAINT BLVD
LEON C SIMON DR
Pontchartrain Park
MORRISON RD
DOWNMAN RD
FRANCE RD
CHEF
FILLMORE AVE
CANAL BLVD
City Park
ELYSIAN FIELDS AVE
FRANKLIN AVE
PARIS AVE
SAINT BERNARD AVE
GENTILLY 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
CANAL ST
ESPLANADE AVE
FRANKLIN AVE
SAINT CLAUDE AVE
N CLAIBORNE AVE
TULANE AVE
N CLAIBORNE AVE
N RAMPART ST
DECATUR ST
S CLAIBORNE AVE
EARHART BLVD
S BROAD ST
S CARROLLTON AVE
S TOLEDANO ST
MARTIN LUTHER KING JR BLVD
LOYOLA AVE
WHITNEY AVE
GENERAL MEYER AVE
JACKSON AVE
SAINT CHARLES AVE
NAPOLEON AVE
LOUISIANA AVE
WALL BLVD
Audubon Park
JEFFERSON AVE
MAGAZINE ST
MACARTH
TCHOUPITOULAS ST
BEHRMAN PL


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

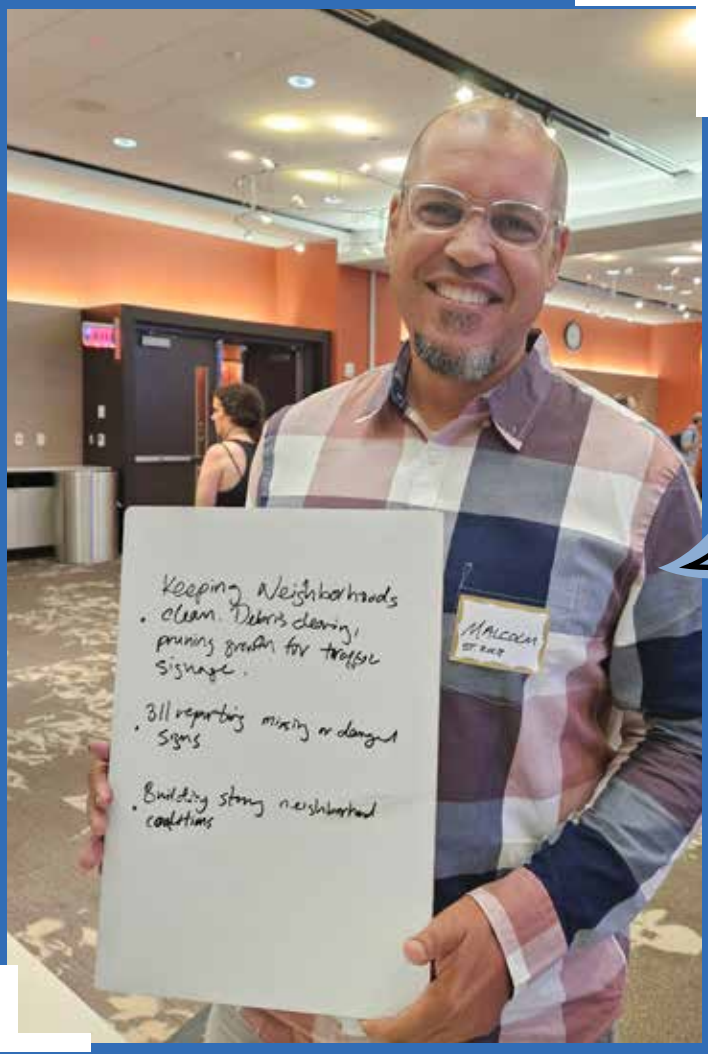
What can you and your fellow community members do to make streets safer in New Orleans?



"Put the phone down"



"Shut down Esplanade to Frenchmen during Carnival Season."



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

"Leave the house earlier so I don't speed!!!"

Key Engagement Takeaways

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

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

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

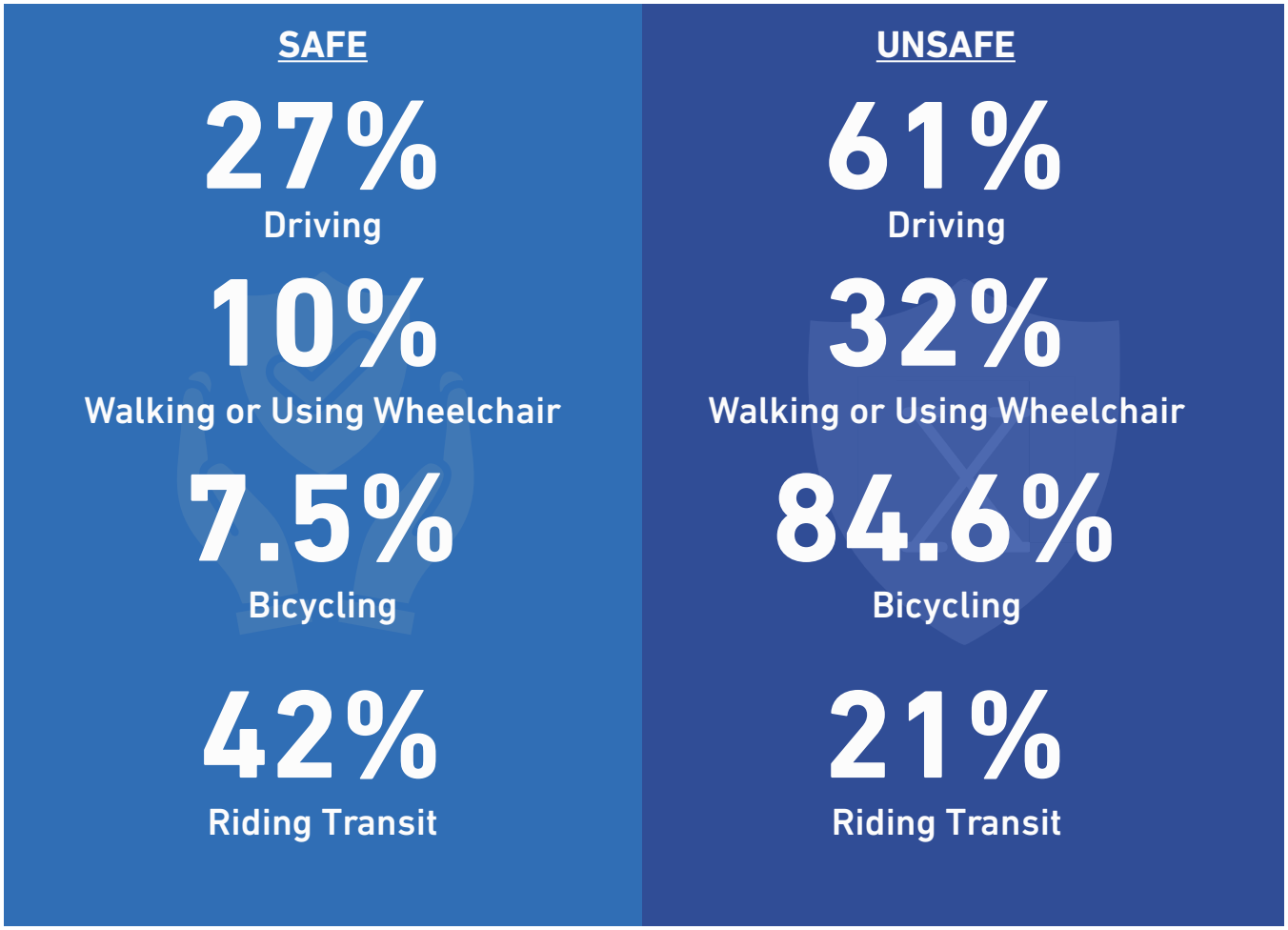


FIGURE 9 Perceived safety by travel mode (excluding "Neutral" responses)

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

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

Safety Concern

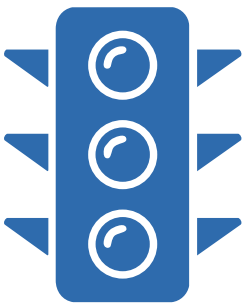
Across the online web map and survey, there were nearly **150** comments that mentioned **speeding as a concern**

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

3. Poor driver behaviors contribute to transportation safety challenges.

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

Distracted Driving



Signal Violation

Lack of Awareness

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

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

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

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

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

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

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

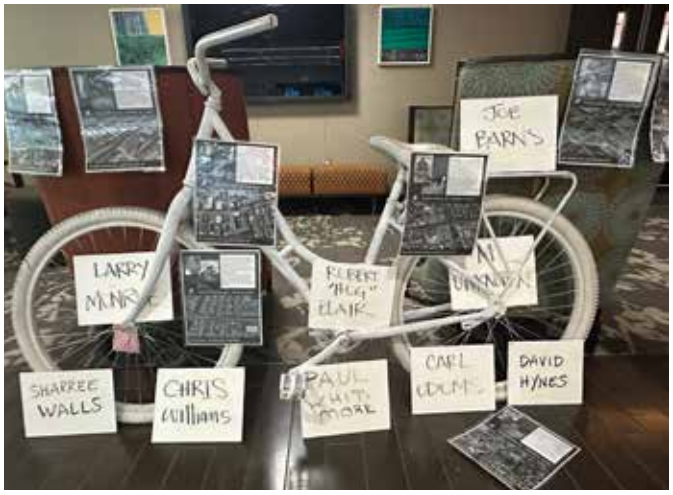
6. Lighting and visibility improvements should be prioritized.

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

Visibility Improvement

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

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



New Orleans, LA

NEW ORLEANS SAFETY ACTION PLAN

04

The New Orleans Engineering Safety Toolkit

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.

Proven Systemic Safety Countermeasures

There are many tools and resources that can improve transportation safety for all roadway users. The Federal Highway Administration (FHWA) Proven Safety Countermeasures initiative is a collection of countermeasures that have been proven through research to decrease serious injuries and fatalities on roadways throughout the country. FHWA recommends potential countermeasures based on roadway characteristics such as land use, traffic volumes, crash history, and more to help communities across the country improve roadway safety.

SPEED MANAGEMENT

Appropriate Speed Limits for All Road Users

Speed Safety Cameras

Variable Speed Limits

PEDESTRIAN / BICYCLIST

Bicycle Lanes

Crosswalk Visibility Enhancements

Medians & Pedestrian Refuge Islands

Pedestrian Hybrid Beacons

Road Diets

Rectangular Rapid Flashing Beacons (RRFB)

Walkways

Leading Pedestrian Interval

ROADWAY

Enhanced Delineation for Horizontal Curves

Median Barriers

SafetyEdge

The City of New Orleans can proactively address safety by implementing safety countermeasures on roadways with characteristics that can lead to fatal and serious injury crashes by integrating countermeasures into existing or planned roadway projects, resurfacing or maintenance work, or full reconstruction projects. The selection and design of safety countermeasures should be decided through the lens of the Safe System Approach.

The following list includes hyperlinks with an overview and description of each countermeasure's effectiveness in improving safety.

DEPARTURE

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Roadside Design Improvements at Curves

Wider Edge Lines

INTERSECTIONS

Backplates with Retroreflective Borders

Corridor Access Management

Dedicated Left-and Right-Turn Lanes at Intersection

Reduced Left-Turn Conflict Intersections

Roundabouts

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Yellow Change Intervals

CROSSCUTTING

Lighting

Local Road Safety Plans

Pavement Friction Management

Road Safety Audit

Safety Toolkit

The Priority Safety Projects detailed in Chapter 5 include a number of common safety engineering and design recommendations. This safety toolkit provides a more detailed overview of these design elements, including a general description, planning and design considerations, and a summary table of their intended safety outcomes.

The Safe System Approach stresses that 1) redundancy is critical—these design tools are meant to be applied in conjunction with other safety elements, not singly; and 2) safety is proactive—these are measures that should be deployed systemically, not just at a few locations with a certain crash history.

To achieve the goals of this Plan, the City must coordinate internally and partner with LaDOTD, developers, business owners, and local residents to determine the most appropriate and contextual application of these design elements across infrastructure projects at all levels.

Access Management

For streets with frequent curb cuts and driveways, vehicle turning movements create conflict, increase crash risk, and may significantly hamper traffic operations. Access management elements offer a way to improve both safety and operations on roadways where traffic volumes, conflicts, and delays are high. These designs also provide for greater safety and visibility for VRUs, and can encourage increased walking, rolling, bicycling, and transit use as preferred travel alternatives.

Types of access management for the City of New Orleans to consider include:

- Half closures which restrict access from one direction onto a street
- Driveway consolidation to reduce the number of conflict points between sidewalk or bikeway users and drivers
- Driveway narrowing to slow turning vehicle speeds
- Right-in / right-out restrictions to force drivers to turn right onto a street, preventing left-turning conflicts

When properly designed, access management features allow for emergency access and efficient transit operations, while restricting riskier vehicle movements and reducing conflicts between modes.

Planning and Design Guidance

Provide accessible routes for people walking and rolling through access control features using flush surfaces and curb ramps at crossings. Provide bike and pedestrian crossing warning signage (signs W11-2 or W11-15) where bicyclists and pedestrian crossings may be unexpected.

Maintain emergency vehicle and transit access by considering the larger wheelbases of those vehicles when designing elements such as diverter islands. Mountable curbs and widths clear of landscaping and vertical elements allow larger vehicles to encroach on barriers when turning. Also ensure that drainage and debris removal are considered in the design of access management features.

FIGURE 11 Access Management
An example of driveway narrowing and median access management strategies in Costa Mesa, CA.

Crosswalks

Well-designed crosswalks are important to create pedestrian friendly environments. Safety for all pedestrians, especially for those with limited mobility and with disabilities, is a key criterion informing crosswalk design. Marked crosswalks indicate a designated path for people walking and rolling through intersections, mid-block crossings and high-volume driveways.

Curb extensions can contribute to safer crosswalks by shortening the crossing distance and therefore reducing pedestrian exposure to motor vehicles. Raised crossings, where crosswalks are elevated to reduce or eliminate the transition from the sidewalk to the street crossing, can be used for traffic calming and to improve motorist yielding to people walking, rolling, and bicycling at certain mid-block crossings and intersections.

Consider the location of vehicle stop bars based on the design vehicle's turning envelope. Restrict on-street motor vehicle parking at least 20 feet in advance of the crossing to provide adequate sight distance. Depending on context, signage, paint, or curb extensions or other strategies to daylight crosswalks may be appropriate.

Crosswalks may be used at mid-block crossings with the appropriate infrastructure—rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs), median refuges, warning signage, and other elements—as appropriate.

Planning and Design Guidance

Continental crosswalk striping should be used in all locations except in locations where crosswalks consist of brick paver material. Install ADA-compliant curb ramps (or blended transitions for raised crosswalks) to connect to accessible routes when constructing new crosswalks. Crosswalks should be as wide or wider than the connecting sidewalk. At controlled intersections, provide a stop bar in advance of the crosswalk and consider signal timing guidance that prioritizes pedestrians at signalized intersections.

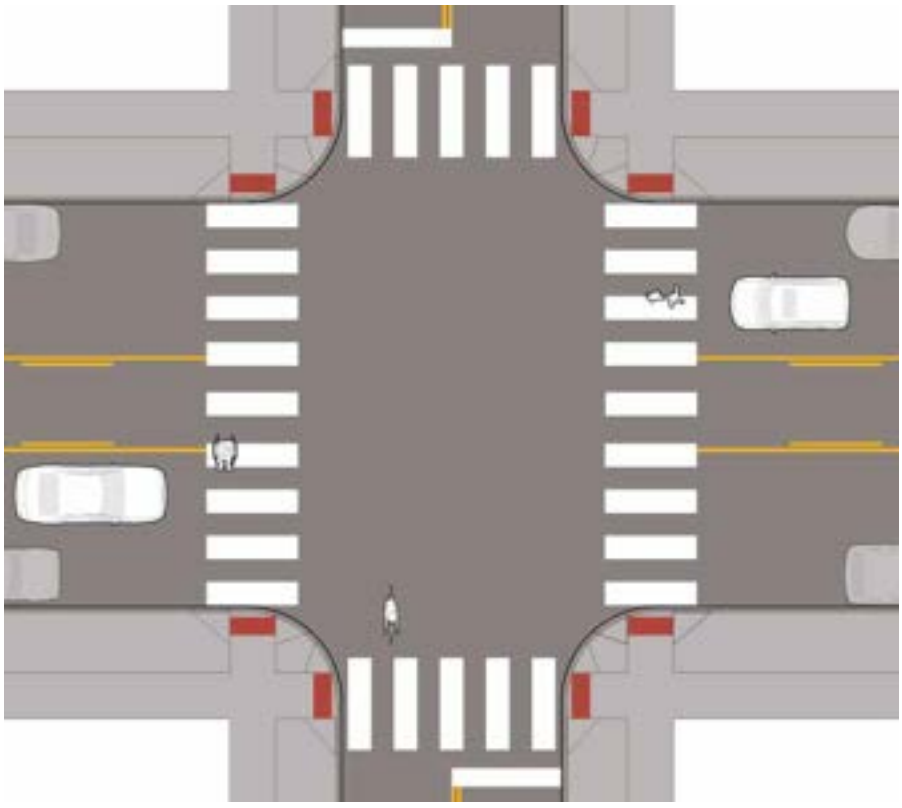


FIGURE 12 Crosswalks
Crosswalks are vital for pedestrian safety with marked and high-visibility options.

Curb Extensions

Extending the curb beyond the sidewalk or buffer edge shortens crosswalk length and increases visibility of people walking and rolling, particularly where there is on-street parking. Curb extensions are also effective tools for narrowing streets or tightening intersections to reduce motor vehicle turning speeds. Curb extensions may also be used to create a chicane for traffic calming effects, or a bus bulb, prioritizing efficient transit operations through in-lane stops and providing safer boarding and alighting.

Planning and Design Guidance

Keep corner radii as small as possible while still accommodating the vehicle for which the corner was designed. Provide accessible curb ramps at each crosswalk, except in the case of raised crosswalks or intersections, where tactile warnings should instead be used. Ensure curb extensions do not impede stormwater management and drainage criteria. Consider any maintenance impacts for cleaning and maintenance of stormwater facilities. Incorporate green infrastructure into curb extensions to collect stormwater and provide a planting area where appropriate. Accommodate large design vehicles with mountable curbs or more low-profile aprons while keeping corner radii tight to maintain slow turning speeds. As per the MUTCD, the location of the pedestrian pushbuttons, or the use of pedestrian detection is an important consideration here. Depending on the location of the signal poles, supplemental poles at the crosswalks may be required for the pushbuttons.

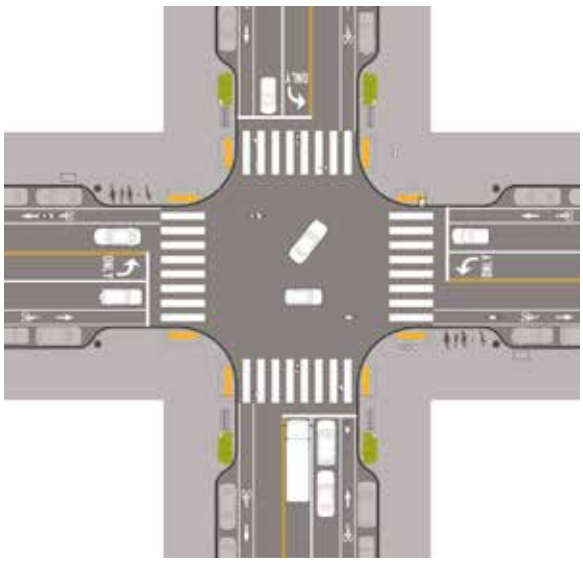


FIGURE 13 Curb Extension Design
Curb extensions improve pedestrian visibility and enhance street safety by narrowing roadways and tightening intersections.

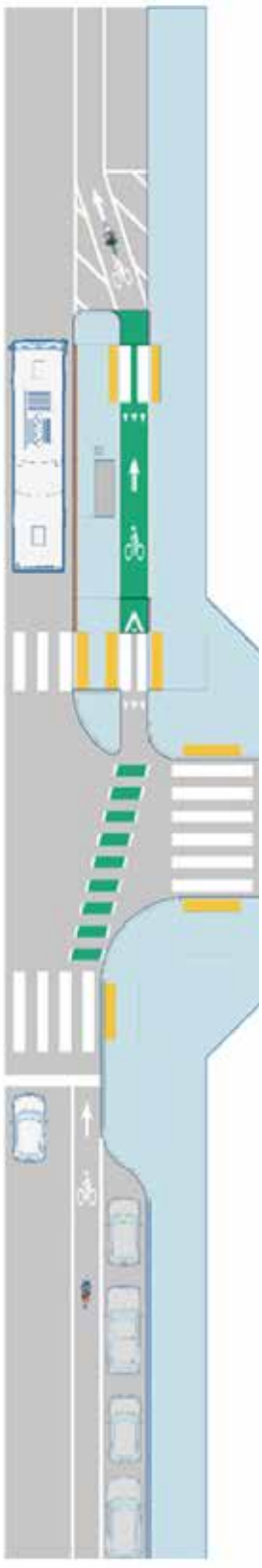


FIGURE 14 Curb Extension Design
A floating bus stop and separated bike lane barrier can function as curb extensions—either as separate or joint facilities.

Decreased Corner Radii

Corner design has a significant effect on how well an intersection serves the diversity of roadway users. A well-designed intersection with appropriate corner radii helps slow turning vehicles, improve visibility, and can improve yielding compliance.

Two of the most important corner design elements are the effective corner radius and the actual curb radius. Actual curb radius refers to the curve that the face of curb line makes at the corner, while the effective corner radius refers to the curve which motor vehicles follow when turning, which may be affected by on-street parking, bicycle lanes, medians, and other roadway features. A smaller effective corner radius requires drivers to make a tighter turn, reducing the speed they can carry to comfortably navigate the turn. Conversely, a larger effective corner radius allows drivers to carry more speed through a turn, increasing the risk to vulnerable roadway users, lengthening stopping distances, and decreasing the likelihood of a driver to yield to a crossing pedestrian or bicyclist

Corner radii considerations are foundational to street geometric design and are applicable to all street types.

Planning and Design Guidance

Roadway designers in New Orleans should select the smallest possible design vehicle when designing intersections, considering the volume and frequency of vehicles that will traverse the intersection. Intersection design should strive for an actual curb radius that is between 10 and 20 feet. While pedestrian safety is negatively affected by wide crossings, pedestrians are also placed at risk if the curb radius is too small and the rear wheels of a truck track over the pedestrian waiting area at the corner. Maintenance problems are also caused when trucks must regularly drive over street corners to make turns. In locations where larger design vehicles need to be accommodated, practitioners can take a two-stage approach that still slows smaller design vehicles through the use of mountable truck aprons. These elements cause smaller vehicles to traverse intersections more slowly while still accommodating larger vehicles that can track over the mountable elements to make a turn.

FIGURE 15 Mountable Truck Aprons
Mountable truck aprons facilitating turns for all vehicles to optimal corner radii ensuring comfortable driving speeds.

Lane Configuration

Vehicle travel lanes make up the largest portion of the roadway on most streets. Safe multimodal streets often minimize the number and width of travel lanes to the safest extent possible to maintain the narrowest cross section and allow room to accommodate other modes. Travel lanes will have the greatest impact on the availability of space on public streets. In creating project plans that minimize delay to motor vehicles, planners may simultaneously prioritize the safety and comfort of vulnerable roadway users. This supports the comfort of other users of the street, reduces speeding, and decreases impervious surfaces.

Travel lanes may be reconfigured to reduce overall roadway width, with the possibility of repurposing motor vehicle travel lanes for the space and comfort of people walking, bicycling or using public transit. When measuring lane width for vehicle use, the lane should be measured to the face of curb, inclusive of any gutter.

Planning and Design Guidance

There are two main ways to reduce space dedicated to vehicle travel lanes—a road diet and a lane narrowing. A road diet reduces the number of lanes. A lane narrowing reduces the width of the lanes but maintains the number of lanes. General travel lanes may be 10 feet. Curbside travel lanes that are on bus routes should accommodate buses by using a minimum width of 11 feet. Curbside travel lanes in areas with heavy freight truck traffic may also need 11' travel lanes to accommodate the full width of the trucks.

A road diet from four to three lanes is most common and results in two travel lanes with a turn lane in the center. This is often as productive (or more productive) than a four-lane configuration with two lanes in each direction and no dedicated turn lane. Consider vehicle volumes, throughput, and turning movements for efficient use of travel lanes. The minimum width of the center turn lane is 12 feet. General travel lanes may be 10 feet wide.

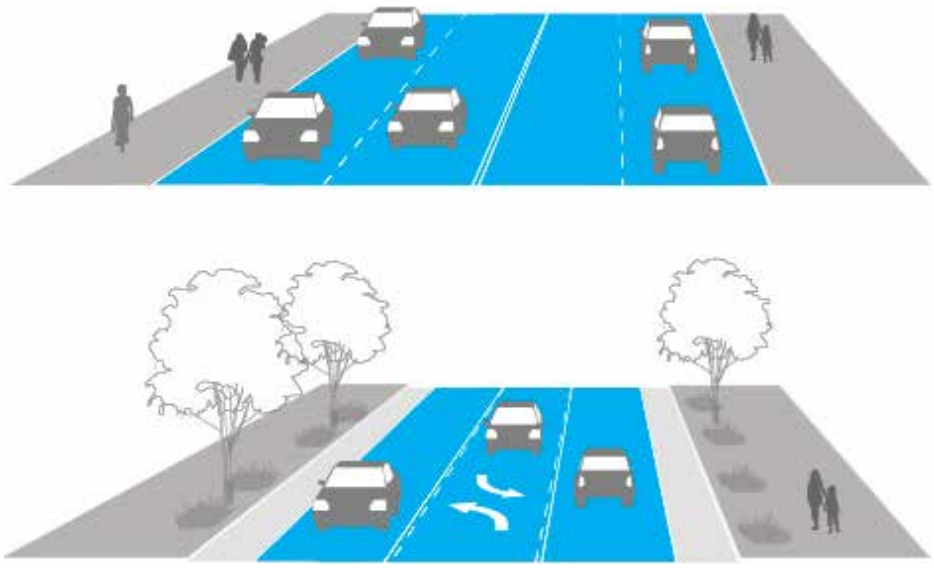


FIGURE 16 Travel Lanes
Travel lanes should be minimized to the extent possible to maintain the narrowest cross section and support the comfort of other road users, such as people walking, rolling, or bicycling.

Reconfiguration of the roadway may also require significant reconfiguration of signalized intersections and may require a complete rebuild of traffic signals. While many existing streets have multiple lanes to accommodate vehicular throughput, wider roadways are counter to other local and regional goals including safety, multimodal connectivity, livability, and air and water quality.

Pedestrian Signal Priority

Pedestrian signals are part of a system of traffic signals that control intersection operations for people walking and rolling. Pedestrian signal phasing is intended to minimize exposure of people walking and rolling to motor vehicles, minimize delay for people waiting to cross the street, reduce noncompliant and unsafe crossing behavior, and provide accessibility benefits to people with disabilities. Pedestrian phasing falls into three categories: concurrent with vehicles, exclusive to pedestrians, or a hybrid of the two. Lead pedestrian intervals are a hybrid that give pedestrians 3-7 seconds to begin crossing prior to signals turning green, thus improving safety and visibility of pedestrians.

Planning and Design Guidance

A walking and rolling speed of 3.5 feet per second should be used to time all pedestrian phases and provide adequate time for people to cross the street. Consider protected only left turn phasing and prohibiting right turns on red to better protect pedestrians against right- or left-turning vehicles.

Use accessible pedestrian signals that provide timing cues in nonvisual forms—audible tones, verbal messages, and vibrating surfaces. Accessible pedestrian signals (APS) can provide information such as existence/location of pushbutton, beginning of WALK interval (most critical information, needed on any APS), and direction of crosswalk and location of the destination curb. Accessible pedestrian signals can also provide information on intersection street names in Braille, raised print, or speech messages.

The ideal placement of pushbutton-integrated APS is between 1.5 and 6 feet from the edge of the curb, shoulder, or pavement and between the edge of the curb ramp and edge of the crosswalk, on the side farthest from the center of the intersection.

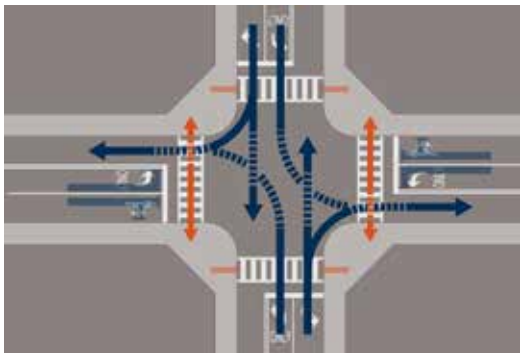


FIGURE 17 Concurrent Phasing

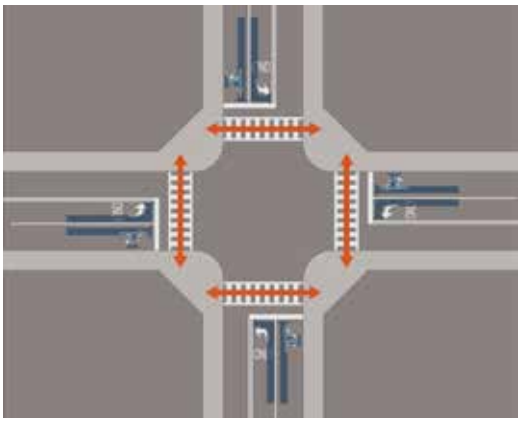


FIGURE 18 Exclusive Phasing

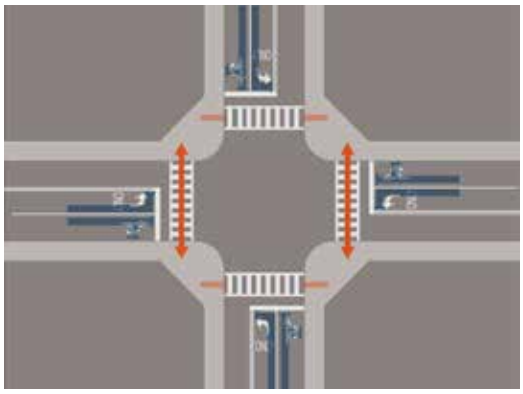


FIGURE 19 Leading Pedestrian Interval Phase 1

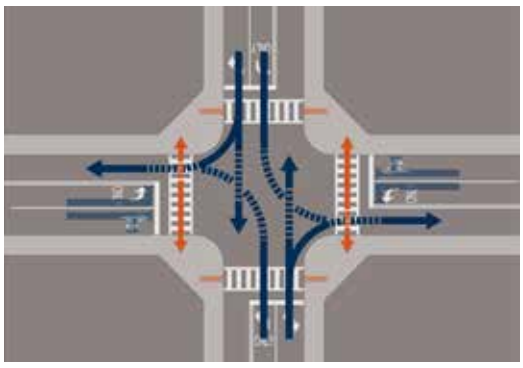


FIGURE 20 Leading Pedestrian Interval Phase 2

Protected Intersection

Protected intersections maintain bicyclist separation in a separated bike lane or side path up to the intersection using corner islands (vertical elements or curbing) to separate bicyclists from traffic. This treatment may be used at signalized and unsignalized intersections and driveways.

Planning and Design Guidance

At uncontrolled approaches of intersections and at signalized intersections where turning vehicles and bicycle through movements are expected, designers should offset the bicycle crossing between 6 and 16.5 ft. from the adjacent motor vehicle lane. This treatment creates a yielding space for motorists and has been shown to reduce crashes at uncontrolled and permissive conflict locations.

A conventional or buffered bike lane can be transitioned to a protected bike lane and follow the design of a protected intersection to increase the comfort of the bikeway at the intersection. Designers should consider this design as vehicle operating speeds reach 35 mph or higher.

At some locations, protected intersection treatments may not be feasible due to operating speeds or motor vehicle turning volumes. In these cases, as well as locations where a bicycle lane transitions to a shared roadway, a wide sidewalk or shared use path at sidewalk level may offer an alternative to riding in mixed traffic. Designers should consider using a bicycle ramp to provide an option for bicyclists to exit the roadway onto the side path prior to the intersection.

FIGURE 21 Protected Intersection
Protected intersections improve safety and comfort for people bicycling or walking by reducing conflicts with vehicles, slowing turning speeds, and making movements more predictable (Photo Location: Chicago, IL)

Roadway Lighting

Roadway lighting is essential for enhancing safety and visibility for all road users, with a focus on motorists. It helps reduce the risk of crashes by illuminating potential hazards, improving sightlines, and increasing overall awareness during nighttime or low-light conditions. Effective lighting is particularly important in areas with high foot traffic, such as intersections, pedestrian crossings, and urban environments. Additionally, it can enhance the aesthetic appeal of streetscapes, encouraging outdoor activities and contributing to a sense of security within communities.

Planning and Design Guidance

Roadway and pedestrian lighting illuminate the street similarly but for different purposes. Roadway lighting should be designed to provide accurate and comfortable visibility in low light conditions for drivers to detect, identify, and react to hazards in an adequate period of time.

The spacing and provision of lights should be based on AASHTO's light level requirements and other industry best practices. Within divided streets, roadway lighting is often placed within the median. This is an efficient means to reduce the number of foundations and poles, by using dual arms to illuminate both directions of travel. When located along the roadway edge, they may have an additional arm to illuminate the pedestrian and/ or bicycle facilities. They can also serve a dual purpose with brackets for decorative banners, signage, and seasonal lighting display.

Designers should also consider lighting for transit stops and stations where roadway or pedestrian-scale lighting does not provide sufficient illumination of passengers waiting, boarding, or alighting buses and streetcars.

Key considerations include minimizing light trespass, particularly in mixed-use and high-density residential areas and opting for Dark Sky-approved fixtures to reduce light pollution and environmental impact. Provide adequate space for the requisite transformer, meter, and control box, yet ensure this equipment does not interfere with the pedestrian accessible route. Care should be taken to encourage comprehensive, thoughtful placement

FIGURE 22 Roadway Lighting

Roadway lighting enhances visibility and safety for pedestrians and vehicles, creating a welcoming and well-lit environment that encourages outdoor activity and community engagement. (Photo Location: New Orleans, LA)

Separated Bike Lanes

Separated bike lanes (SBLs), also called protected bike lanes or cycle tracks, provide a greater physical distance from motorized travel making them more attractive to a wider range of bicyclists than traditional striped bike lanes, particularly on higher volume and higher speed roads. SBLs are intended for exclusive use by bicyclists and other micromobility users—they are not intended for pedestrians.

SBLs require both horizontal separation and vertical separation to be effective, safe, and comfortable for users of all ages and abilities. Vertical barriers provide both a perceived and real protection from motorized vehicles and can consist of a variety of elements, including flex posts, low-profile composite curbs, planters, concrete barriers, and temporary or permanent curbs/medians. Vertical separation can also be used to protect multi-use paths.

This facility type is best used for bikeways on or adjacent to streets with actual operating speeds over 30 mph or where average daily traffic exceeds 6,000 vehicles per day.

Planning and Design Guidance

Determining bike lane and buffer widths involves considerations of traffic operations, anticipated peak hour bicycle and micromobility volume, and roadway width constraints. Where widths are constrained and vehicle speed and volume necessitate separated bike lanes, designers should first consider narrowing or reconfiguring motor vehicle travel and parking lanes to allocate sufficient space for safe bicycle travel. In addition to the buffer space, maintain a minimum bike lane width of 5' for one-way SBLs and 8' feet for two-way bikeways, to ensure bicyclists can safely pass other bicyclists and micromobility users.

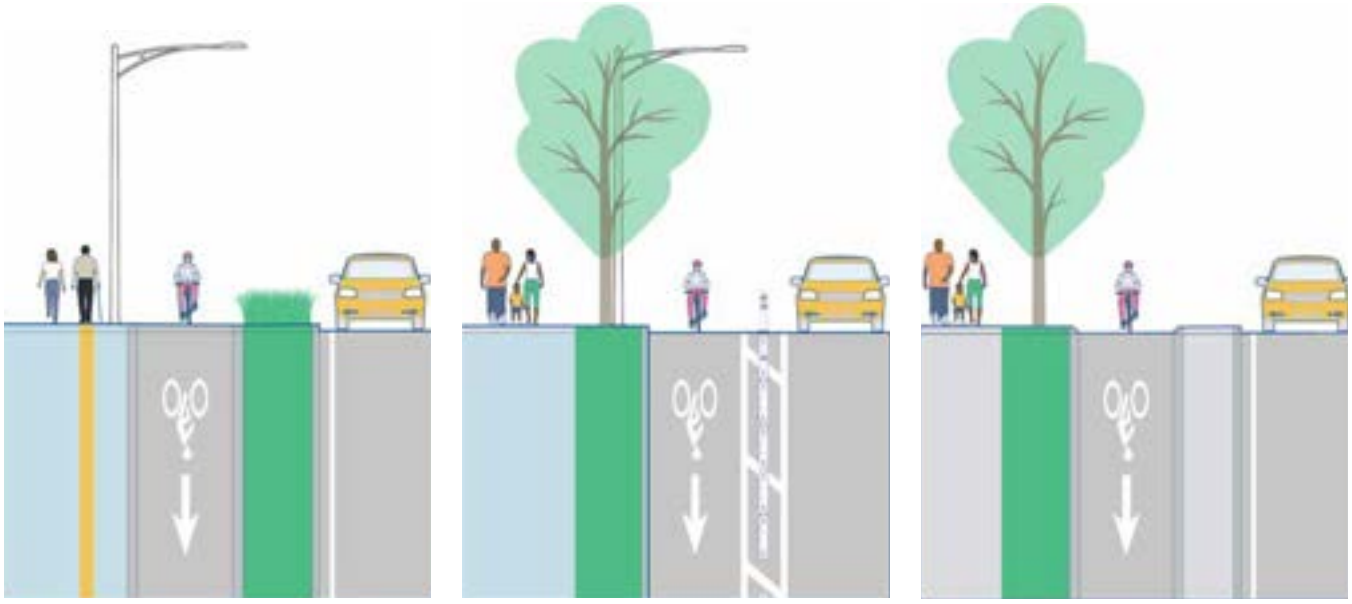


FIGURE 23 Separated Bike Lane
The graphic above shows various SBL configurations.

Signalization Improvements

Traffic signal design and operation play a critical role in reducing conflicts between roadway users and improving safety at intersections. Adjustments to signal timing, phasing, and operational strategies can reduce conflicts between vehicles and vulnerable roadway users, improve compliance with traffic control devices, and support safer crossings for pedestrians and bicyclists, as noted above in "Pedestrian Signal Priority."

Signalization strategies can also clarify right-of-way, reduce delay that may lead to noncompliant behavior, and support transit and emergency vehicle operations. Improvements to signal timing and phasing may be implemented individually or in combination, depending on roadway context, traffic volumes, and the presence of vulnerable roadway users.

Planning and Design Guidance

Signal cycle lengths refer to the total time required for a signal to complete all phases and can influence pedestrian delay and intersection safety. Cycle lengths should balance efficient vehicle progression with adequate pedestrian crossing time and should avoid excessively long delays that may encourage unsafe crossings.

Vehicle turn restrictions such as No Turn on Red or protected-only turning phases can reduce conflicts between turning vehicles and pedestrians or bicyclists at intersections with high volumes of vulnerable roadway users or documented turning crashes.

Bicycle signals provide dedicated signal indications for bicyclists and help clarify right-of-way at intersections where bicycle facilities intersect with motor vehicle traffic, particularly where separated bike lanes or complex turning movements are present.

Emergency and transit signal priority technologies allow emergency vehicles or transit vehicles to receive preferential signal timing, improving emergency response times and transit reliability while maintaining safe and predictable intersection operations.

Rest-in-red signal operation maintains a red indication for the primary roadway until a vehicle, bicycle, or pedestrian is detected, helping to reinforce speed compliance and improve safety on lower-volume or neighborhood streets.

FIGURE 24 Signalization Improvements
Signalization improvements should be timed, phased, and designed to improve safety, clarify right-of-way priority, and reduce conflicts at a crossing. (Photo Location: New Orleans, LA)

Transit Stop Improvements

Transit stops provide a safe, designated waiting area for passengers. The installation of bus shelters and lighting is encouraged, especially at stops with high boarding activity, frequently used stops, and stops serving more vulnerable passengers, like those near schools and senior centers. Benches, trash and recycling receptacles, and bike parking are other amenities that are often co-located with bus stops to provide additional comfort and functionality within the public transit system. Transit stops should be planned in conjunction with sidewalk and bicycle facilities for beginning and end-of-trip needs, and may also be considered in placemaking strategies.

Planning and Design Guidance

Transit stop location and siting are crucial to safer, more efficient operations. Designers should consider the proximity of safe street crossings, accessible routes, and nearby destinations. Transit stop designs should also adhere to the standards and needs of the New Orleans Regional Transit Authority (RTA).

A clear pedestrian access aisle of at least 5 feet wide must be preserved behind the transit stop and the back of the sidewalk or nearest building facade. Install solar lighting where solar exposure is adequate.

Where possible, provide bench seating under the transit stop shelter, with an accessible clearance area that is 30 inches wide by 40 inches long. Include transparent wall panels in all shelters to promote feelings of personal safety and security.

Consider providing real-time information displays with bus arrival times, delays on connecting lines, weather and news.

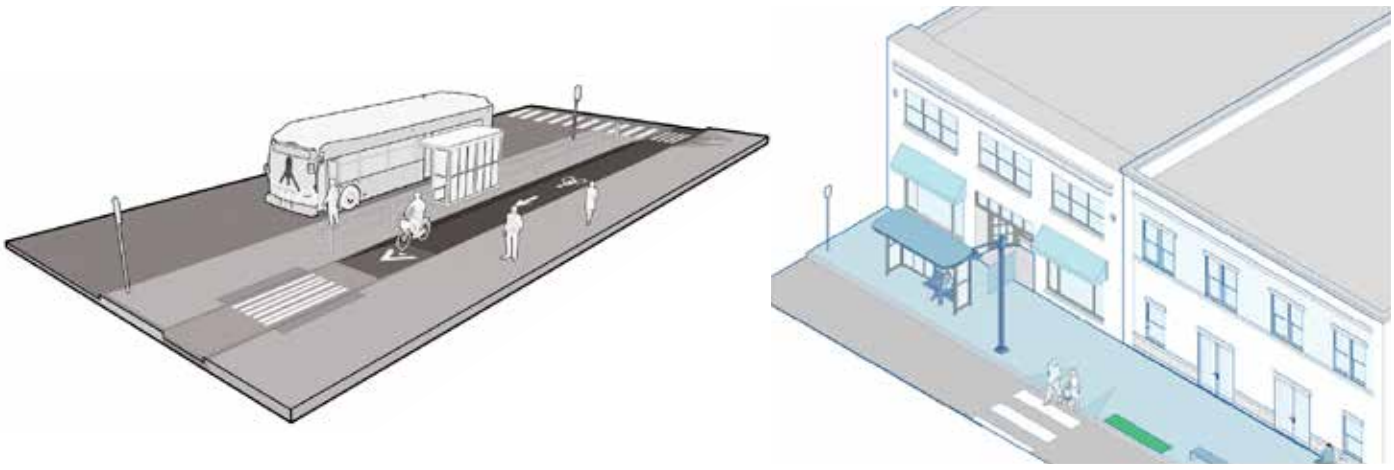


FIGURE 25 Transit Stop Amenities
Amenities—like shelters, lighting, and trash and recycling bins—are encouraged at all transit stops, with priority given to stops serving vulnerable populations.

Turn Restrictions

No Turn on Red restrictions and signage may be used to prohibit right turn movements at all times, or dynamic signage may be installed to limit turns at specific times or conditions. Motorists turning right on red tend to focus on finding a gap in cross traffic. Driver attention in these situations tends to be on conflicting traffic approaching from their left, and not necessarily a pedestrian beginning to cross from the driver's right. Drivers may also encroach into the crosswalk while waiting for a gap in traffic, effectively blocking the crosswalk. Right turn on red restrictions may be used to reduce these conflicts, though such signs may not be effective if sight distance is limited by geometry or other roadway features (e.g., landscaping, business signs, etc.) without significant enforcement efforts. Where left turns on red are legal on one-way streets, such restrictions may be appropriate for similar reasons.

Planning and Design Guidance

Consider implementing "No turn on Red" signs at signalized intersections exhibiting specific features, including an exclusive pedestrian phase where vehicles must remain stopped, a leading pedestrian interval, bicycle boxes, or significant conflicts between motor vehicle turning movements and high volumes of pedestrians or bicyclists. These signs are also warranted in locations with poor sight distances, intersection geometry that may cause unexpected conflicts, and in cases where more than three pedestrian-vehicle crashes have occurred within a 12-month period while turn-on-red is permitted.

"No turn on Red" signs can also be used in conjunction with leading pedestrian intervals or cycle signals that allow through movements when turning vehicular traffic is stopped.

FIGURE 26 No Turn on Red

No Turn on Red Signs help draw attention to pedestrians in the crosswalk, but additional enforcement mechanisms may be necessary depending on roadway context. (Photo Location: New Orleans, LA)

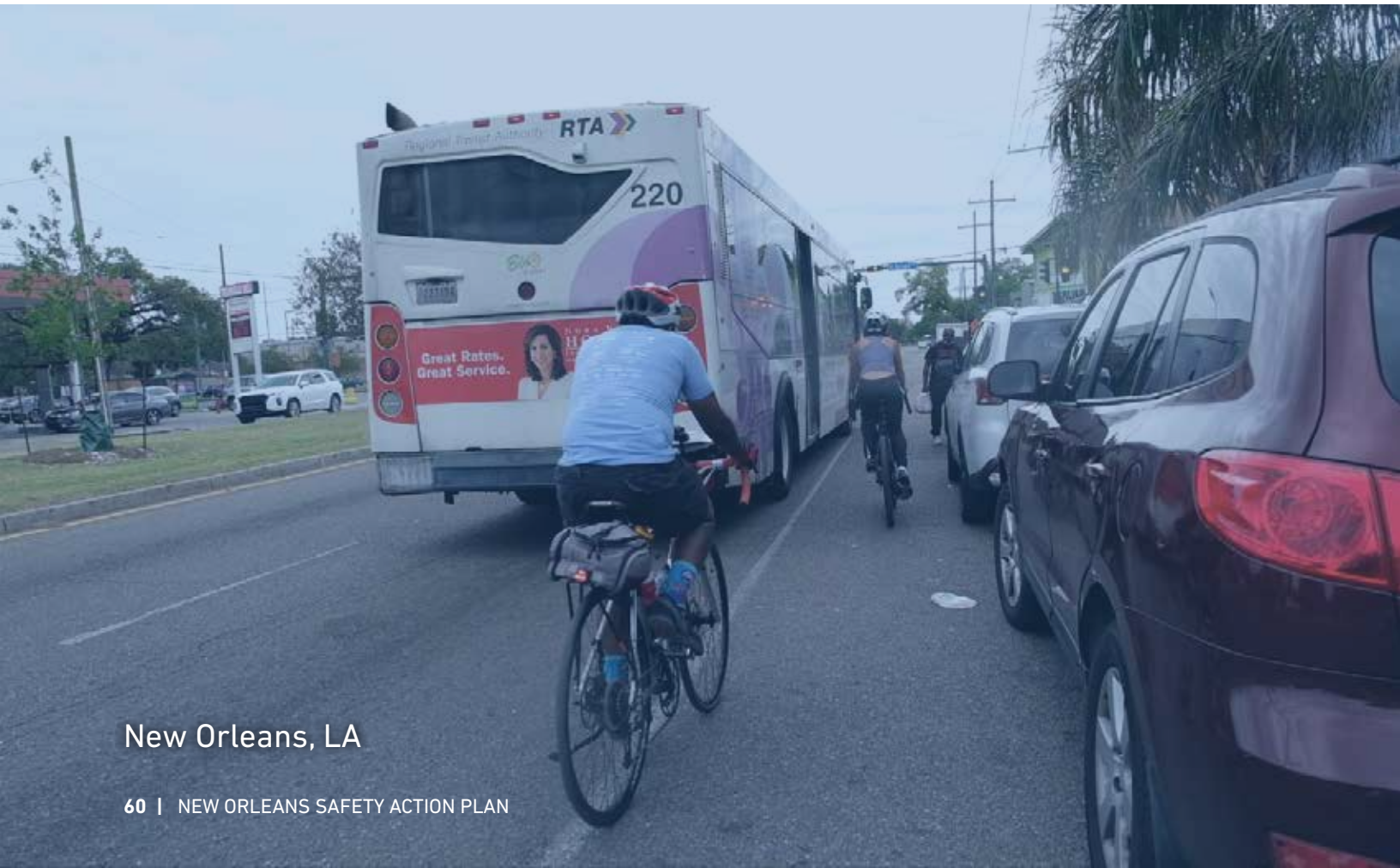
Crash Reduction Outcomes

The Engineering Safety Toolkit elements address common severe crash types in urban environments, including pedestrian crossings, turning conflicts, bicycle–vehicle crashes, and speed-related crashes.

Toolkit elements reduce risk through four primary outcome categories:

- **Speed Reduction** - Design features that slow vehicle travel and turning speeds.
- **Conflict Reduction** - Treatments that reduce the number or complexity of interactions between road users.
- **Visibility and Awareness** - Improvements that help drivers detect and respond to hazards earlier.
- **Separation and Exposure Reduction** - Infrastructure or signal timing strategies that physically or temporally separate vulnerable roadway users from vehicles.

Many treatments contribute to multiple outcomes simultaneously, supporting systemic safety improvements across the street network. To help quantify expected safety benefits, **Table 1** to the right includes typical Crash Modification Factor (CMF) ranges derived from the FHWA CMF Clearinghouse and related research literature. A CMF represents the expected proportional change in crashes after a treatment is implemented; values below 1.0 indicate a reduction in crashes (for example, a CMF of 0.70 corresponds to an estimated 30% crash reduction). Actual effectiveness varies based on roadway context, traffic volumes, and design implementation.



New Orleans, LA

Safety Toolkit Element	Outcome Category	Key Crash Types Addressed	Typical CMF Range
Access Management	Conflict Reduction	Driveway crashes, turning conflicts	0.65 - 0.85
Crosswalks (High-Visibility/Raised)	Visibility and Exposure Reduction	Pedestrian crossing crashes	0.60 - 0.85
Curb Extensions	Speed Reduction, Exposure Reduction	Pedestrian turning crashes	0.70 - 0.90
Decreased Corner Radii	Speed Reduction	Turning crashes involving pedestrians/bicyclists	0.75 - 0.90
Lane Configuration (Road Diets/Narrowing)	Speed Reduction, Conflict Reduction	Read-end, sideswipe, speeding-related crashes	0.53 - 0.75
Signalization Safety Improvements	Conflict Reduction, Separation in Time	Turning crashes involving pedestrians/bicyclists	0.60 - 0.90
Protected Intersections	Conflict Reduction, Separation	Bicycle turning crashes	0.55 - 0.80
Roadway Lighting	Visibility and Awareness	Nighttime crashes, pedestrian crashes	0.60 - 0.75
Separated Bike Lanes	Separation and Exposure Reduction	Bicycle-vehicle crashes	0.50 - 0.80
Transit Stop Improvements	Visibility and Exposure Reduction	Pedestrian crashes near transit stops	0.70 - 0.90
Turn Restrictions (e.g., No Turn on Red)	Conflict Reduction	Pedestrian turning crashes	0.60 - 0.90

TABLE 1 Safety Toolkit - Crash Reduction Outcomes

New Orleans, LA

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

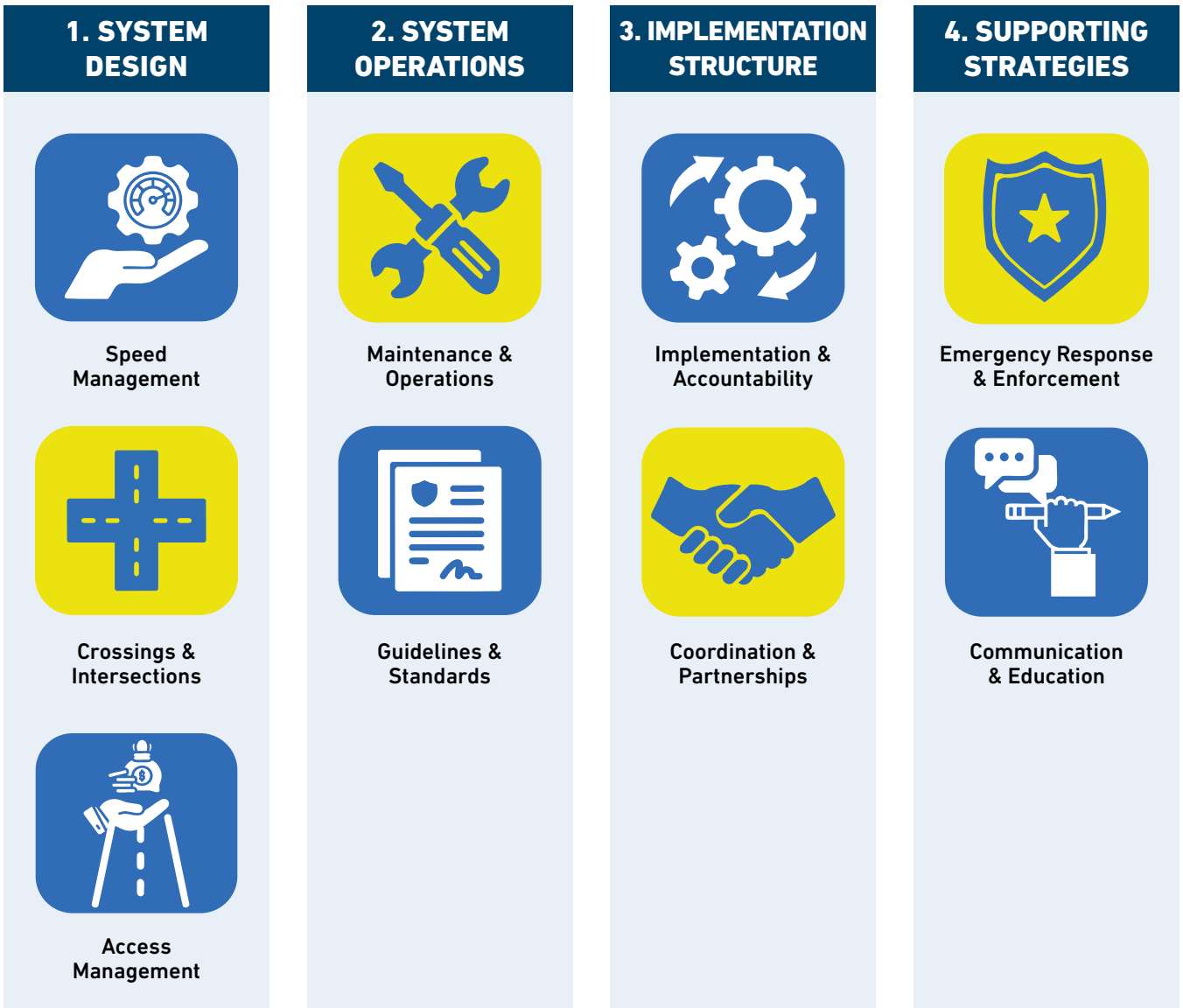
influence vehicle speeds, reduce conflict points, and improve safety for people walking, bicycling, rolling, and using transit.

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. 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

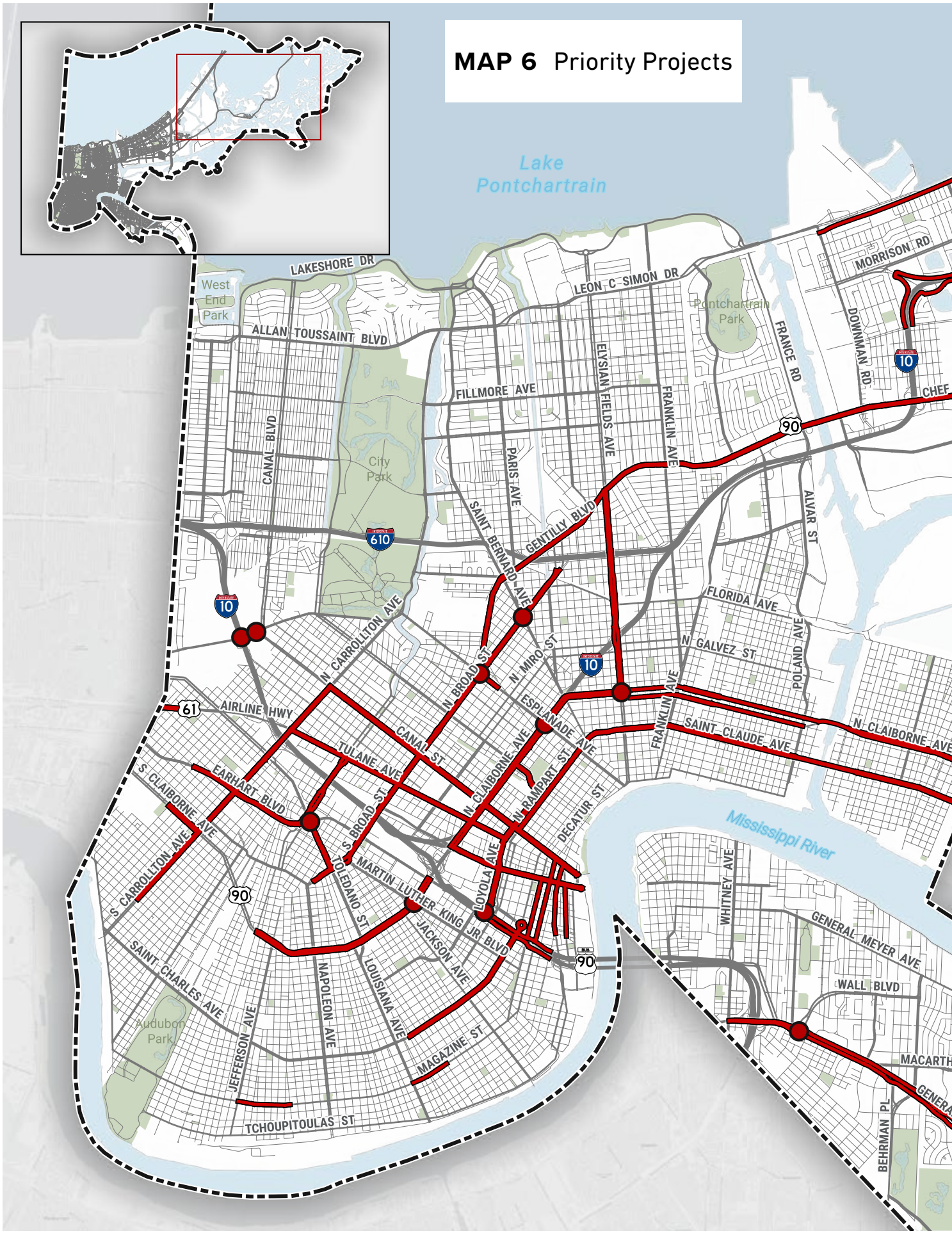
Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Magazine Street	Jefferson to Lyons	70.0	0.81	Intersection safety improvements, high visibility crosswalks, curb extensions; Consider speed limit reduction to 25 mph	$2,038,900
Magazine 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

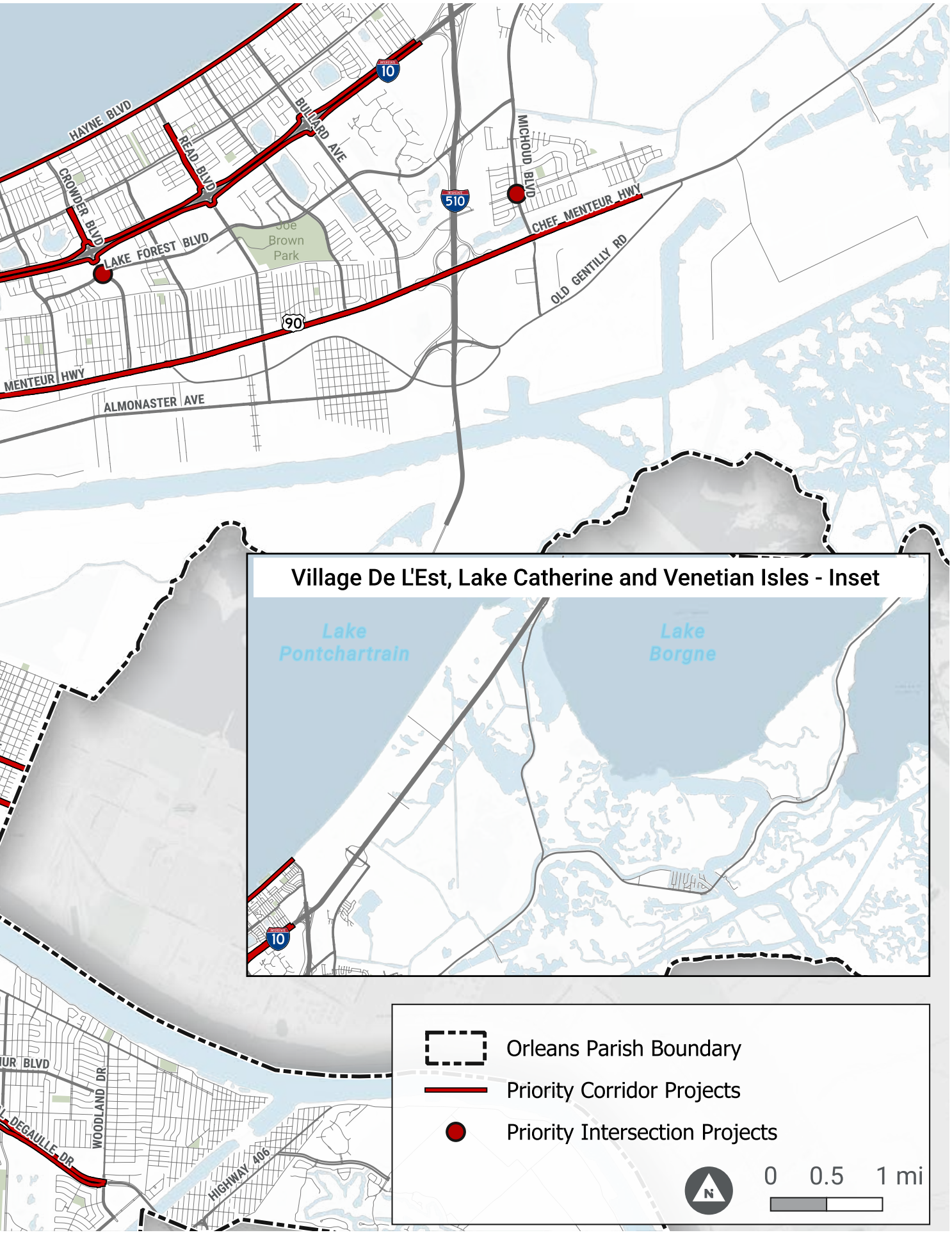
Corridor Name	Extents	Priority Score (Avg)	Corridor Length (mi)	Proposed Safety Countermeasures	Opinion of Probable Cost
Read Boulevard	I-10 to Hayne	61.4	0.62	Lane reduction and separated bikeway; Maintain high-visibility crosswalks; Signal improvements including LPI and Yield to Pedestrian signage; 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
CHEF
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
EARHART BLVD
S CLAIBORNE AVE
S BROAD ST
S CARROLLTON AVE
TOLEDANO ST
MARTIN LUTHER KING JR BLVD
LOYOLA AVE
Mississippi River
WHITNEY AVE
GENERAL MEYER AVE
WALL BLVD
JACKSON AVE
SAINT CHARLES AVE
NAPOLEON AVE
LOUISIANA AVE
Audubon Park
JEFFERSON AVE
MAGAZINE ST
MACARTH
BEHRMAN PL
TCHOUPITOULAS ST


HAYNE BLVD
CROWDER BLVD
READ BLVD
BULLARD AVE
10
MICHOUD BLVD
510
CHEF MENTEUR HWY
LAKE FOREST BLVD
Joe Brown Park
OLD GENTILLY RD
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
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New Orleans, LA

NEW ORLEANS SAFETY ACTION PLAN

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.


New Orleans, LA

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. • 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-infrastructural 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

New Orleans, LA

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