

Safe Streets for All (SS4A) Safety Action Plan

Virtual Public Meeting

November 20, 2025



**Resilience +
Sustainability**
CITY OF NEW ORLEANS



Introducing (some of) the Team

- City of New Orleans Team
 - Matt Rufo – Office of Resilience and Sustainability
 - Jennifer Ruley – Department of Public Works
 - William Johnson – Department of Health
- Toole Design Group Team
 - JP Shaffer
 - Tobi Otulana

Agenda

- *Safe System Approach Overview*
- *Plan Vision, Goal, & Objectives*
- *Safety Analysis Findings*
- *Priority Safety Network*
- *Action and Implementation Plan*
- *Next Steps*
- *Q & A*



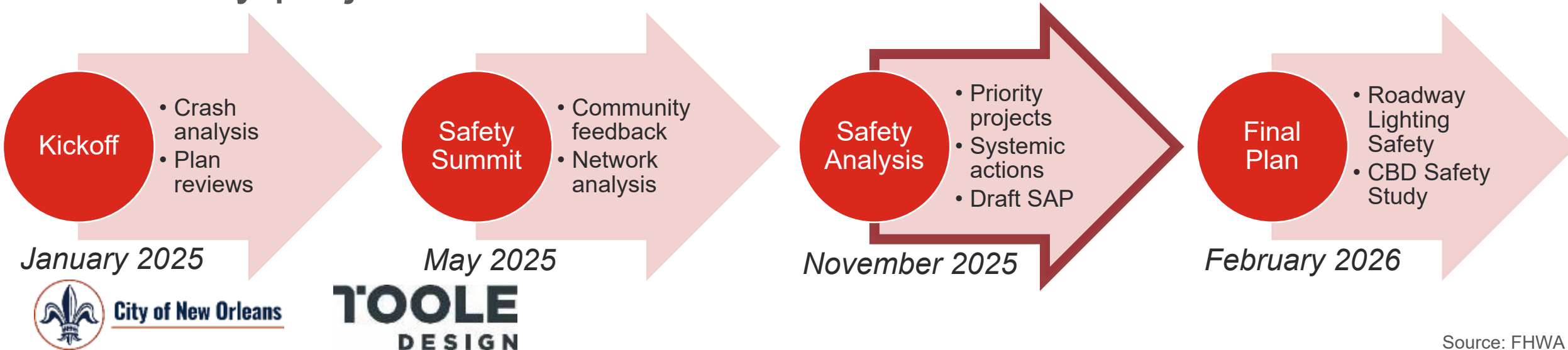
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SS4A Safety Action Plan (SAP) Process

- Bipartisan Infrastructure Law set up \$5 billion in SS4A funds for planning and implementation of safety projects
- SAP involves detailed crash and risk analysis, developing infrastructure projects, policies, and programs eligible for SS4A and other funding





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Safe System Approach Overview



Changing Our Approach

Traditional Approach

- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents collisions
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

vs

Safety Action Plan Approach

- Traffic deaths are preventable
- Changes systems
- Integrates human failure
- Prevents fatal and serious injury crashes
- Considers the road system as a whole
- Regards road safety as an issue of social equity

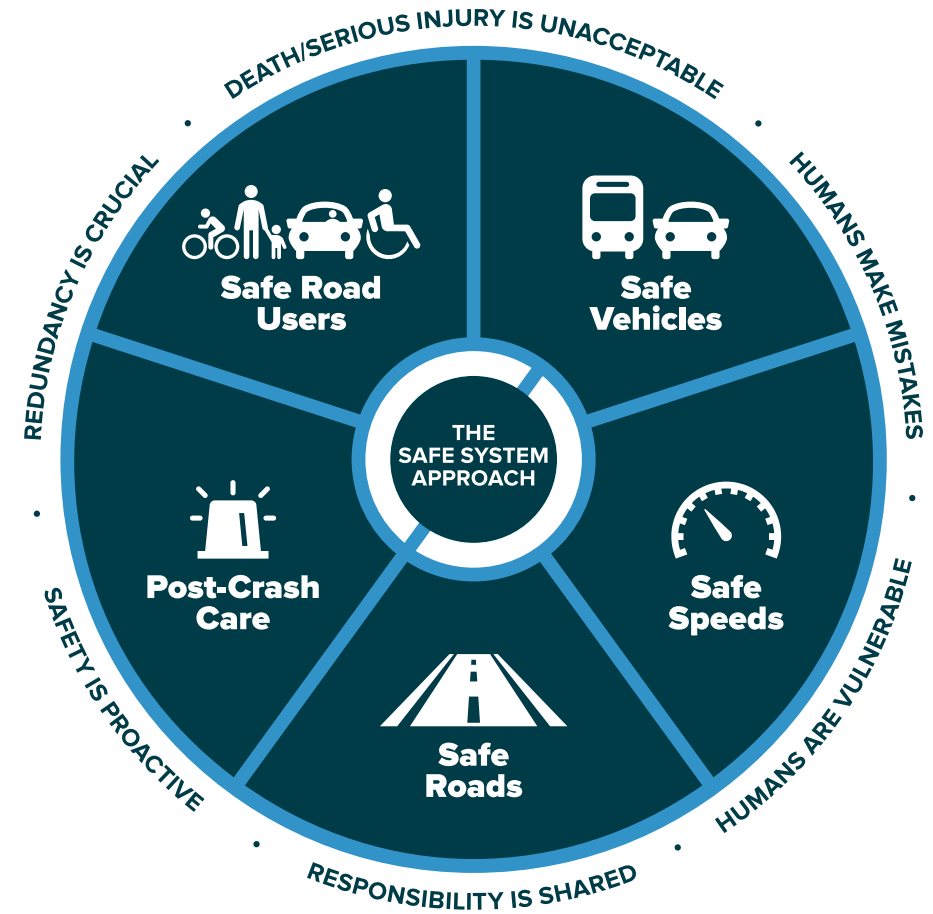


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The Safe System Approach

- Aims to eliminate fatal and serious injuries for all road users by:
 - Accommodating human mistakes
 - Keeping impacts on the human body at tolerable levels





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Safety Action Plan Vision, Goal, & Objectives





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

New Orleans SS4A Safety Action Plan Vision Statement



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

New Orleans SS4A Safety Action Plan Goal

Objectives

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



Elk Place at Canal Street



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Safety Analysis Findings



Crash Data Analysis (2019 – 2023)

Total Crashes: 84,642

- Property damage only: 56,063
- (FI) Fatal & all injury severity: 28,579 crashes involving ***over 45,000 people***
- (FSI) Fatal & serious injury: 1,895 involving ***over 2,000 people***
- (F) Fatal: 280 crashes resulting in ***297 deaths***

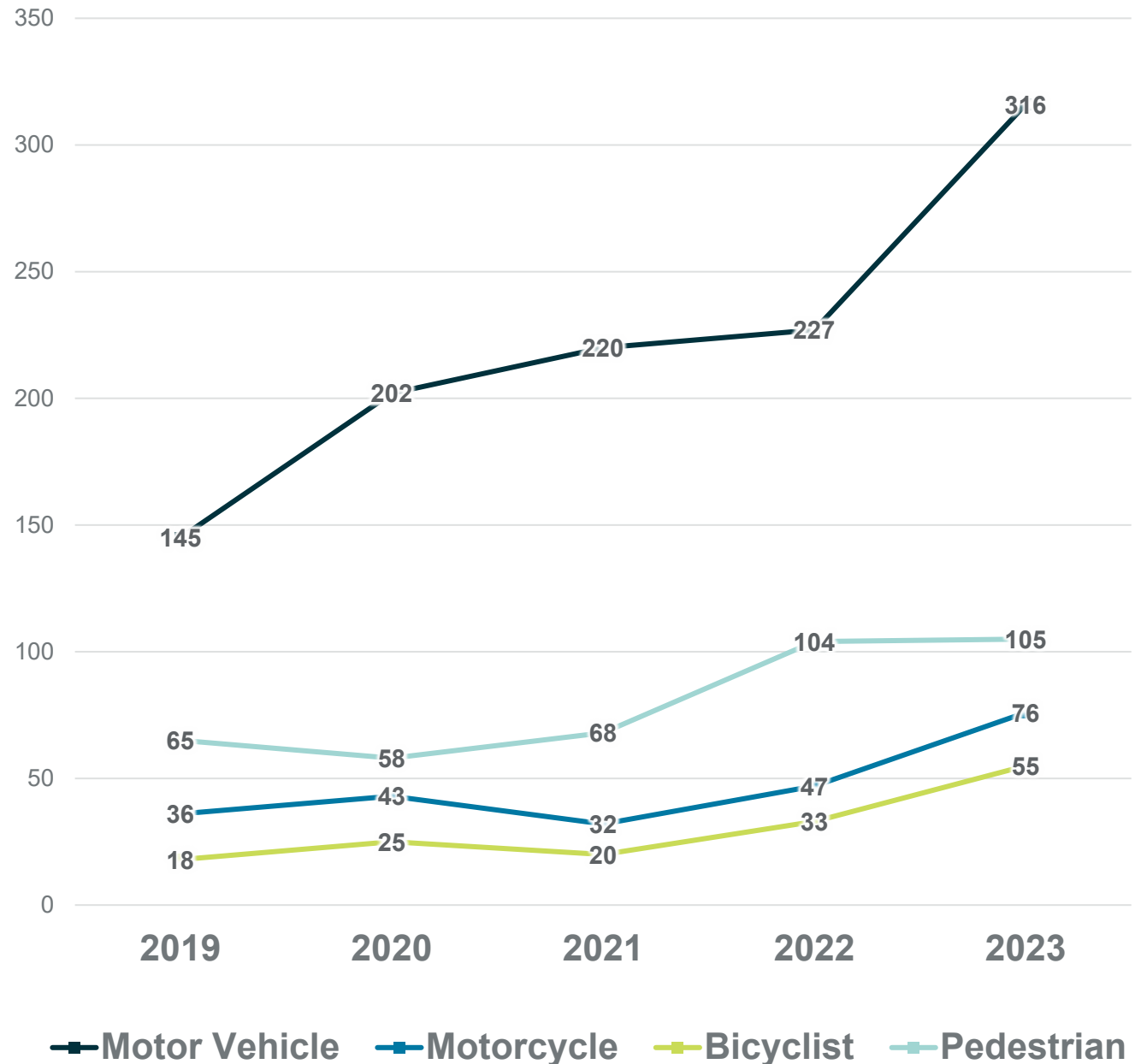


2,161 people died or were seriously injured on New Orleans streets between 2019 and 2023 – an average of over **432 people** each year, over **8 people** each week, and **at least one person every day.**

Safety Over Time

- Fatal and serious injury crashes rose 109%
- Crash severity is rising across all types of roadway users

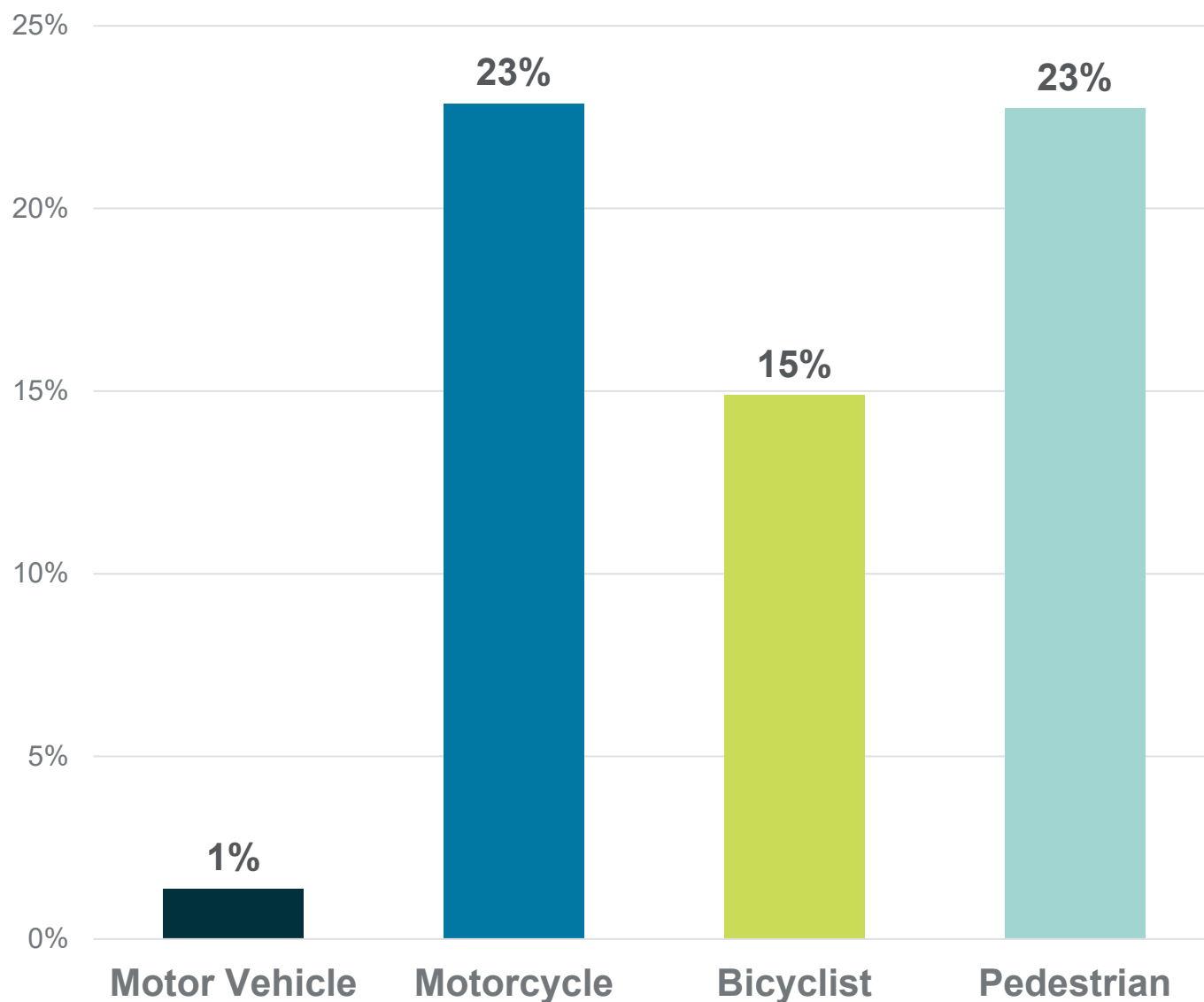
Fatal and Serious Injury Crashes



Severity by Mode

- People walking, biking, or riding motorcycles are far more likely to experience severe outcomes when involved in a crash

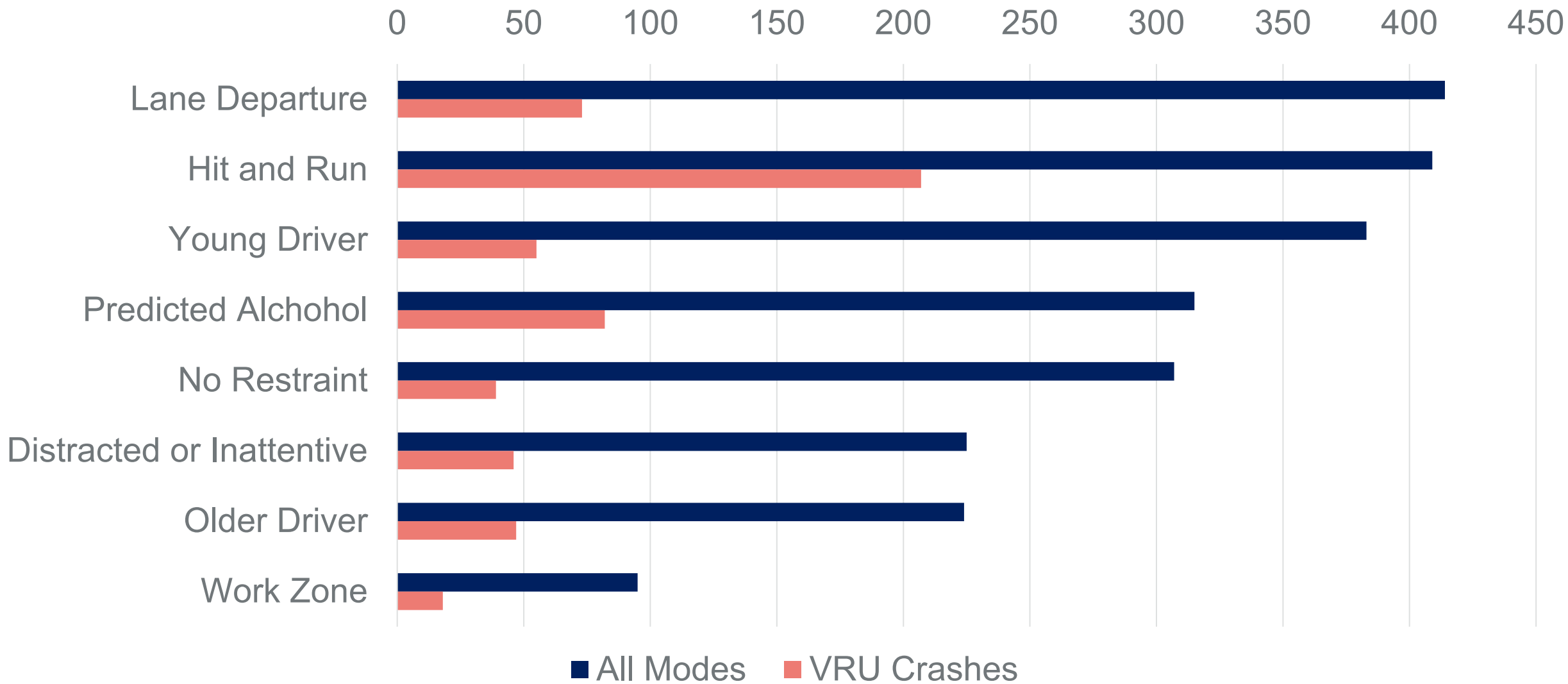
Percent of Crashes Resulting in Fatal or Serious Injury by Mode



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Factors Contributing to Fatal and Serious Injury Crashes



Safety Analysis – Key Takeaways

- People walking, bicycling, and riding motorcycles are involved in just 5% of all crashes, but represent 42% of fatalities and serious injuries (FSI)
- 58% of FSI crashes occurred at an intersection
- Adults aged 25 - 44 and specifically men 25 - 64 were overrepresented in FSI crashes
- While FSI crashes were most prevalent on major roads—40% occurred on arterial roads—two-lane streets accounted for 33%

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

By NICK RIZZO (Staff writer) Dec 4, 2024 1 min to read

One man dead, three injured, after crash in Fairgrounds area,

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

Two killed in New Orleans East car crash

By MARCO SANTOLUOGO (Staff writer) Dec 16, 2024 1 min to read

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

Man dead in Treme car crash, Orleans police say

By JESSICA ROBERTS (Staff writer) Dec 18, 2024 1 min to read

Car crashes into business in Touros, injured, New Orleans police say

By JESSICA ROBERTS (Staff writer) Dec 15, 2024 1 min to read

Man accused of hit-and-run in New Orleans crash that injured five juveniles, police say

By MARCO SANTOLUOGO (Staff writer) Dec 16, 2024 1 min to read

Teen dead, 2 injured in New Orleans crash after alleged shoplifters flee Lakeside Mall

By JESSICA ROBERTS (Staff writer) Dec 16, 2024 1 min to read

One killed in Plum Orchard hit-and-run crash, New Orleans police say

By NICK RIZZO (Staff writer) Dec 16, 2024 1 min to read

2 kids, 1 adult injured in school bus crash near Chef Menteur Highway, NOPD says

“ Last year my spouse was hit by a distracted driver on a busy road and was injured, and underwent physical therapy for over half a year. Our car was totaled and we had to buy another one, which was a major unplanned expense. When we drive now, we're both much more cautious, aware, and fearful (unfortunately). ”

1 dead after car crashes into tree, catches fire on Chef Menteur Highway, New Orleans police say

By NICK RIZZO (Staff writer) Dec 16, 2024 1 min to read

One dies in I-10 crash near Elysian Fields

By JESSICA ROBERTS (Staff writer) Dec 15, 2024 1 min to read



Giselle Smith and Semaj Morris
(Source: nola.com)

Boy killed in car crash in Pines Village,

By NICK RIZZO (Staff writer) Dec 16, 2024 1 min to read

Man dies in French Quarter car crash

By JESSICA ROBERTS (Staff writer) Dec 15, 2024 1 min to read

5 juveniles injured after car crash near gas station and Interstate 10, NOPD says

By NICK RIZZO (Staff writer) Dec 16, 2024 1 min to read

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

By MARCO SANTOLUOGO (Staff writer) Dec 15, 2024 1 min to read

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

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

“ I witnessed a biker get hit by a car that ran a red light and it was one of the most violent things I've seen. The image haunts me and makes me feel very unsafe. ”

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

BY JORDAN HENDERSON | Staff writer | Jul 22, 2025 | 2 min to read

Bourbon Street bartender killed on deadly cycling corridor weeks after moving to New Orleans

BY JORDAN HENDERSON | Staff writer | Jul 24, 2025 | 2 min to read



Michael Milam
(Source: nola.com)

Woman on bicycle struck and killed on Tulane Avenue

BY KIMBERLY WILKINSON | Staff writer | Jul 15, 2025 | 2 min to read

19-year-old arrested after hit-and-run that killed cyclist in Bywater

BY KIMBERLY WILKINSON | Staff writer | Jul 15, 2025 | 2 min to read

65-year-old cyclist killed by 18-wheeler on St. Claude Avenue, New Orleans police say

BY KIMBERLY WILKINSON | Staff writer | Jul 15, 2025 | 2 min to read

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

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



Miron Lockett
(Source: nola.com)

New Orleans police search for pickup driver who seriously injured cyclist on Canal Street

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

18-year-old arrested after female bicyclist killed in hit and run, New Orleans police say

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

65-year-old cyclist killed by 18-wheeler on St. Claude identified by New Orleans coroner

BY KIMBERLY WILKINSON | Staff writer | Jul 25, 2025 | 2 min to read

“ Was hit by a car that ran a stop sign on my bike. Tonti & Washington. Broken collarbone took 1 year plus to heal. Bicyclists are constantly harassed by motorists. The drivers need to be held accountable! ”



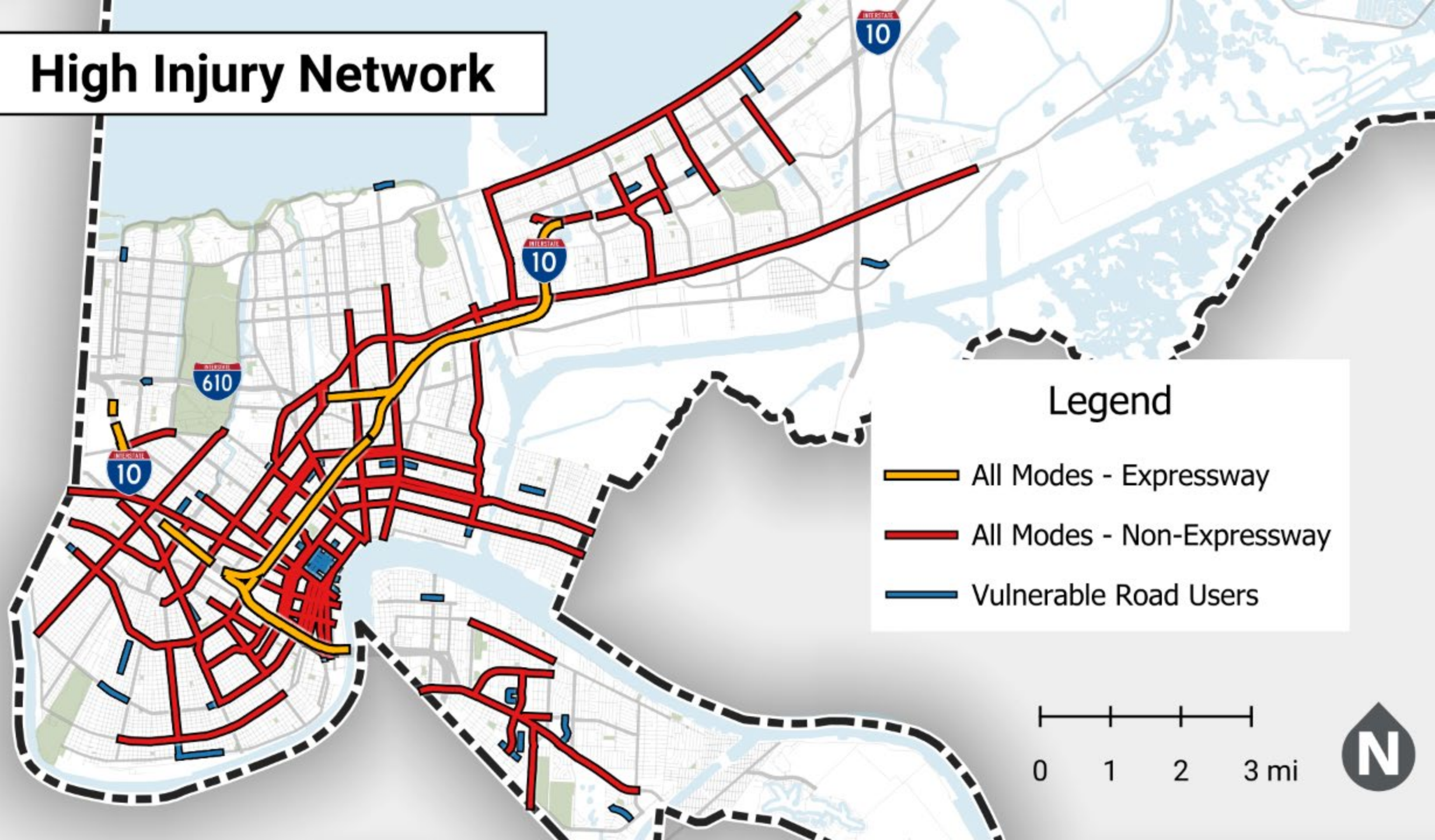
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High Injury Network



68% of fatal and serious injury crashes occurred on just **130 miles (7%)** of New Orleans roads that make up the High Injury Network.

High Injury Network



Roadway Breakdown

- High Injury Network = 129.4 centerline miles of 1,800 total in the city
 - 7% of roadways - 68% of FSI crashes
 - 72% are city-designated truck routes*
 - 70% do not have a designated bicycle facility*
 - 82% are RTA transit routes*

| Roadway Type | HIN % |
|--------------------------|-------|
| Interstate / Freeway | 12% |
| Major or Minor Arterial | 75% |
| Major or Minor Collector | 10% |
| Ramp / Frontage Road | 3% |

| Roadway Ownership | HIN % |
|-------------------|-------|
| State | 51% |
| Local | 49% |



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Priority Safety Network and Projects



Priority Safety Network and Projects

- Corridors and intersections identified in:
 - High Injury Network
 - Risk Assessments
 - Community Engagement
- Emphasizing project locations with the greatest need and impact

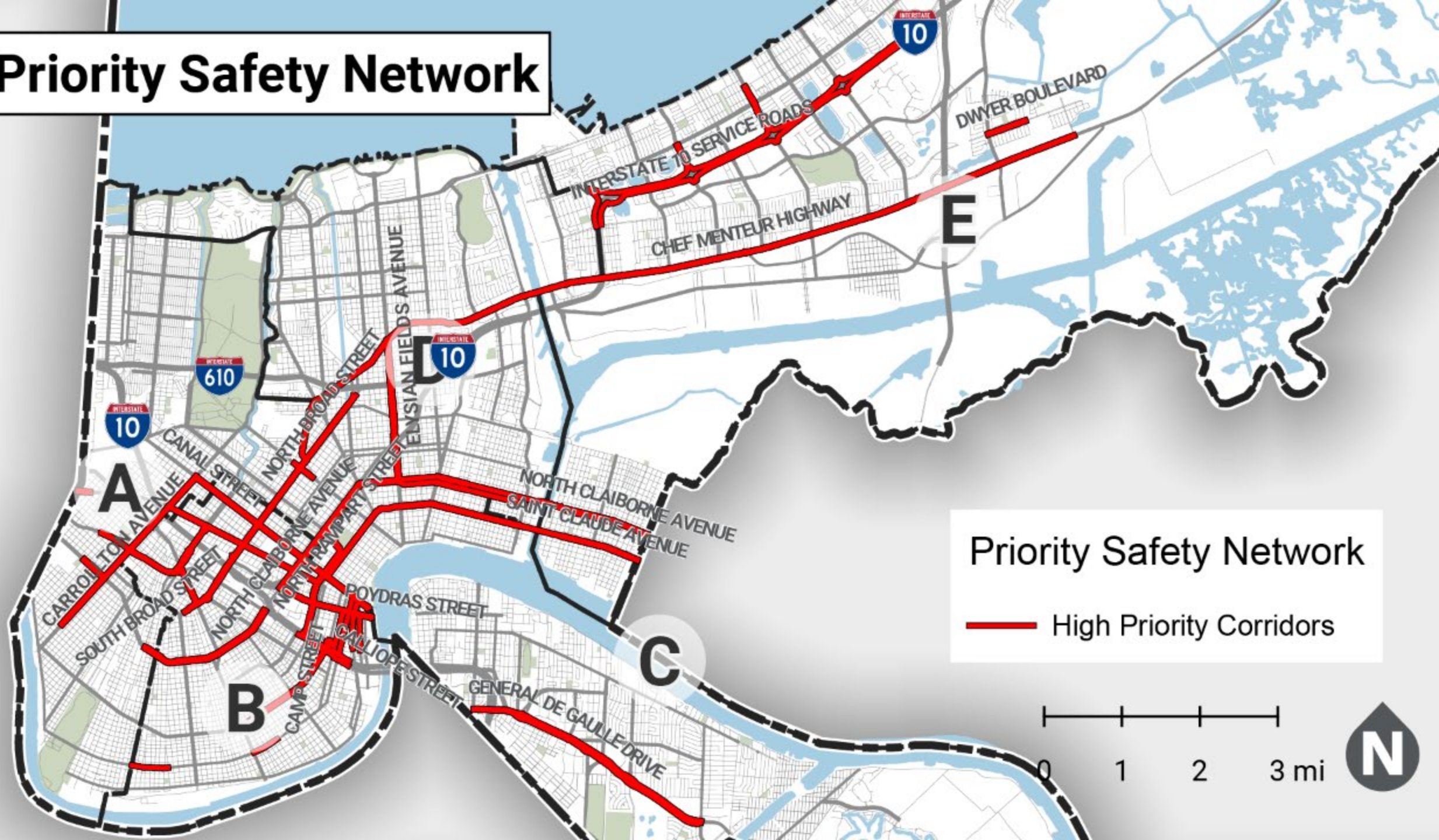
| Metric | Weight |
|--|--------|
| On the Overall High Injury Network (HIN) Locations that are on the Overall HIN | 20% |
| Identified in the Risk Assessment for people walking, biking, and motorcycling Locations that are in the top 5% of risk scores | 20% |
| Identified in the All-Modes Risk Assessment Locations that are in the top 5% of risk scores | 20% |
| Speed Management Priorities Locations that are identified as priorities in the SMP study | 10% |
| Equity Locations that are within areas of high disadvantage | 20% |
| Stakeholder and Public Input Locations identified in engagement activities | 10% |
| TOTAL | 100% |



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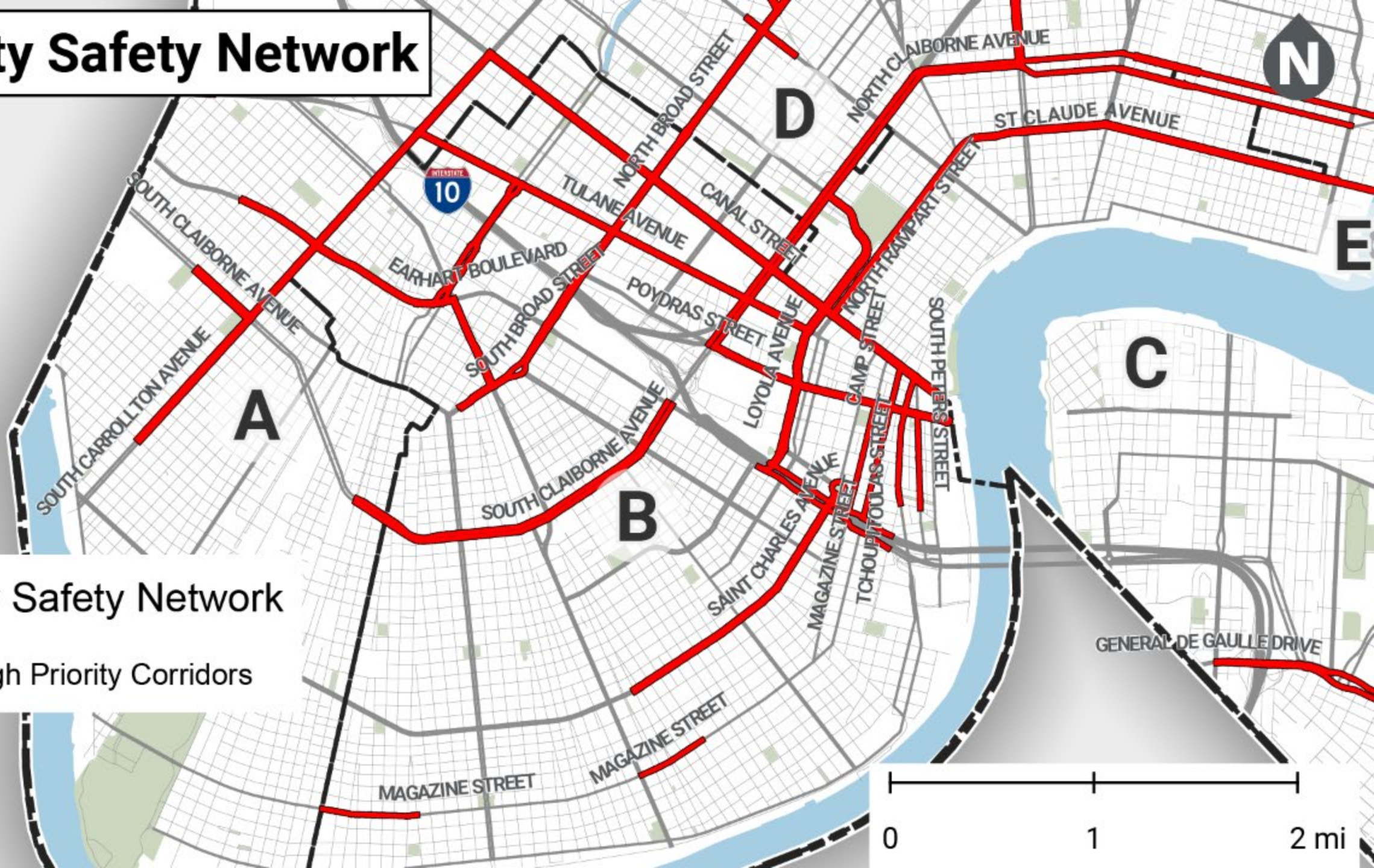
Priority Safety Network



Priority Safety Network

Priority Safety Network

— High Priority Corridors



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Priority Safety Network

High Priority Corridors

0 1 mi

Basin Street, Tulane Avenue, South Claiborne Avenue, Poydras Street, North Rampart Street, Canal Street, Loyola Avenue, Camp Street, Magazine Street, Tchoupitoulas Street, South Peters Street, St Charles Avenue, South Broad Street, Interstate 10

N

C

B

D

Priority Safety Network

High Priority Corridors

0 1 mi

Basin Street, North Rampart Street, Canal Street, Poydras Street, Magazine Street, Tchoupitoulas Street, South Peters Street, Camp Street, Loyola Avenue, South Claiborne Avenue, Tulane Avenue, South Broad Street, Elk Place, St. Charles Avenue, Calhoun Street

INTERSTATE 10

N

C

B

Priority Safety Network

High Priority Corridors

0 1 mi

Basin Street, Tulane Avenue, South Claiborne Avenue, Poydras Street, North Rampart Street, Canal Street, Loyola Avenue, Camp Street, Magazine Street, Tchoupitoulas Street, South Peters Street, St Charles Avenue, South Broad Street, Interstate 10

N

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Priority Safety Network

High Priority Corridors

0 1 mi

Basin Street, Tulane Avenue, South Claiborne Avenue, Poydras Street, North Rampart Street, Canal Street, Loyola Avenue, Camp Street, Magazine Street, Tchoupitoulas Street, South Peters Street, St Charles Avenue, South Broad Street, Interstate 10

N

C

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Priority Safety Network

High Priority Corridors

0 1 mi

Basin Street, Tulane Avenue, South Claiborne Avenue, Poydras Street, North Rampart Street, Canal Street, Loyola Avenue, Camp Street, Magazine Street, Tchoupitoulas Street, South Peters Street, St Charles Avenue, South Broad Street, Interstate 10

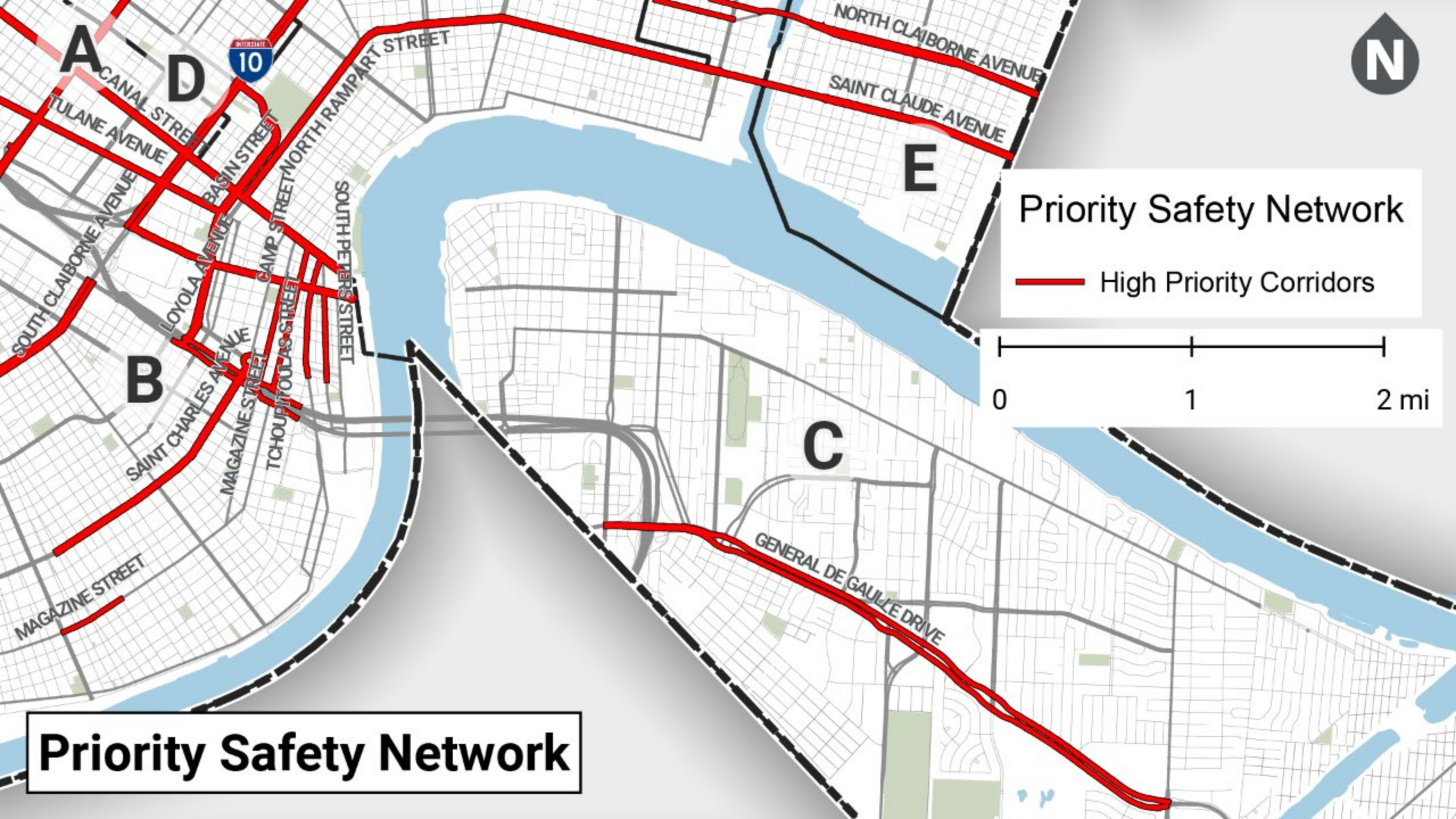
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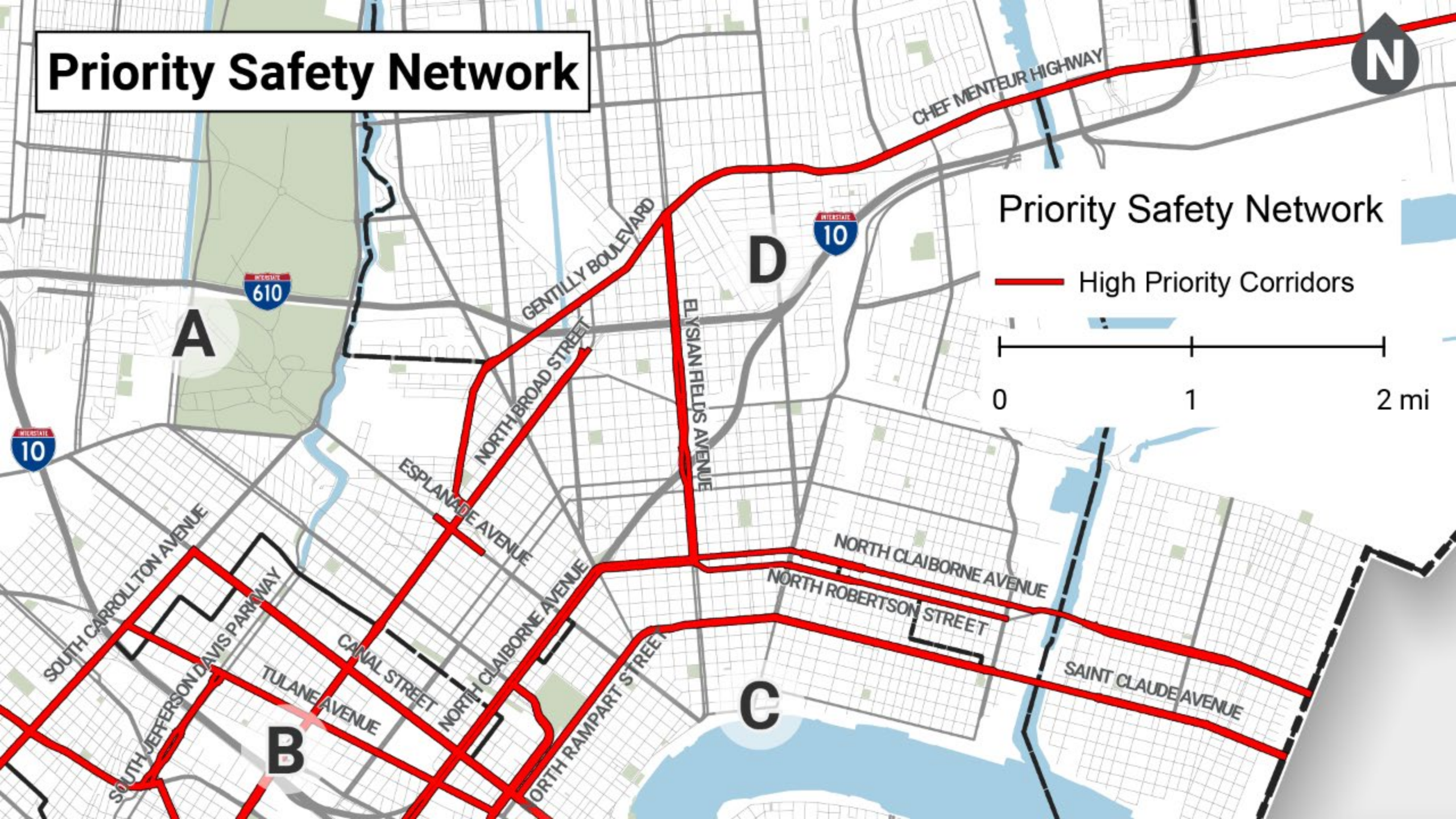
Priority Safety Network

Priority Safety Network

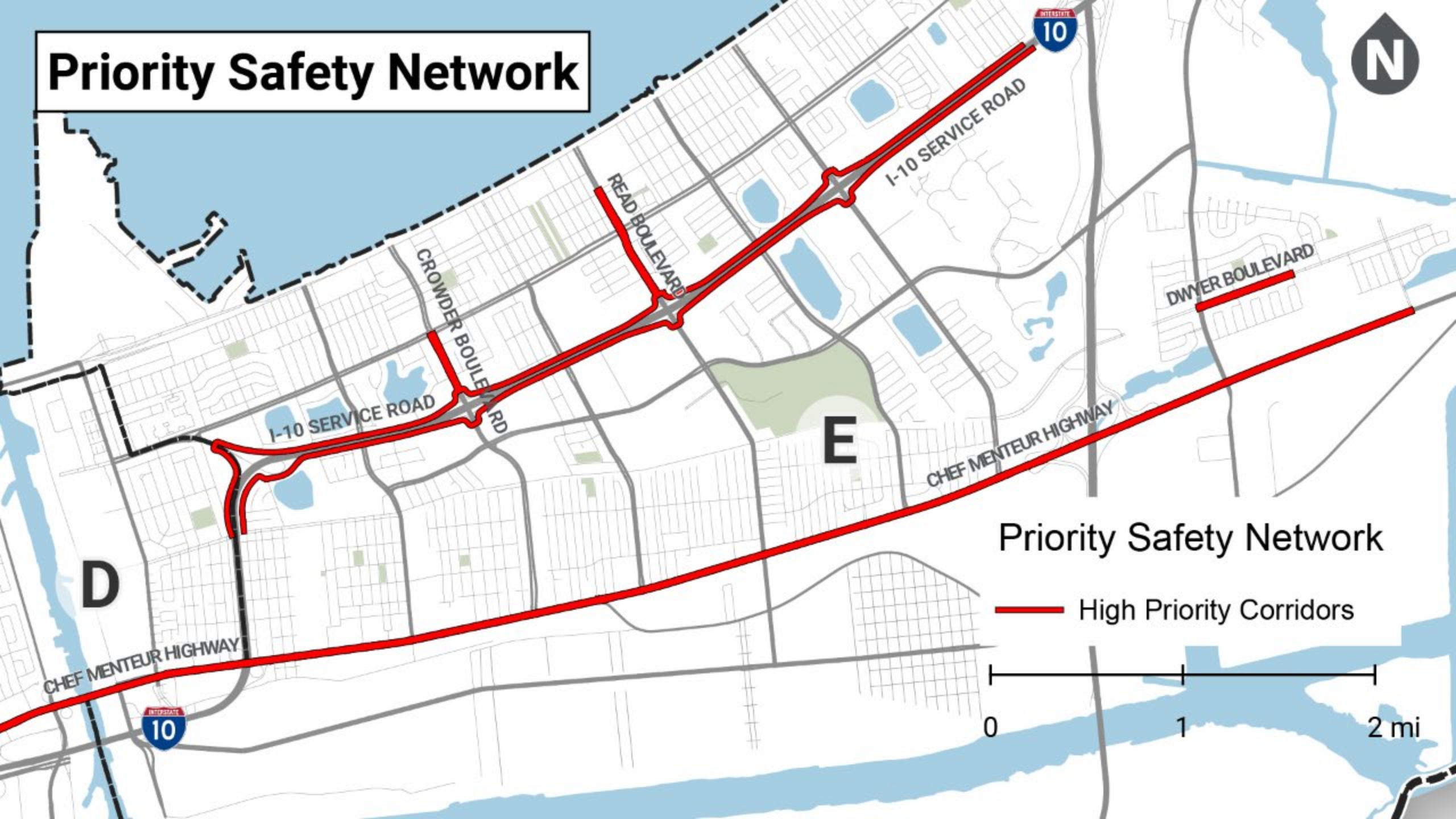
— High Priority Corridors



Priority Safety Network



Priority Safety Network



Proven Safety Countermeasures

- **Speed Management**

- Appropriate Speed Limits
- Road and Lane Diets
- Speed Detection

- **Pedestrian/Bicyclist**

- Refuges
- Bike Lanes
- Leading Pedestrian Interval



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Proven Safety Countermeasures

- **Roadway Departure**
 - Design Changes at Curves
- **Intersections**
 - Reduce Turn Conflicts
 - Roundabouts
- **Crosscutting**
 - Lighting



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Safety Project Example: South Carrollton Avenue & Tulane Avenue

Prominent Crash types:

- Angle
- Roadway departure
- Pedestrian

Countermeasures:

- High visibility crosswalks
- Slip lane removal / redesign
- Increased pedestrian crossing time



Example Safety Countermeasures

- Redesigned slip lane with raised/ high visibility pedestrian crossing
- Solves for:
 - Vehicle turning speeds and yielding
 - Pedestrian visibility and crossing time and distance



I-10 Service Road & Crowder Boulevard

Prominent Crash Types:

- Rear-end
- Lane Departure
- Pedestrian

Description:

- Mountable truck aprons and improved refuges
- Shared use path along service road



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Example Safety Countermeasures

- Mountable truck aprons and improved pedestrian refuges
- Solves for:
 - Vehicle turning conflicts and speeds
 - Vehicle yielding to through traffic and pedestrians
 - Visibility for vehicles and pedestrians



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Safety Action Strategies and Implementation Plan



Crossings & Intersections

- Install additional pedestrian refuge islands, high visibility crosswalks, and pedestrian crossing signals
- Implement a pedestrian crossing policy that sets guidelines and criteria for installing high-visibility crosswalks, lighting, and other safety improvements



Magazine Street at Audubon Park

Speed Management

- Implement recommendations from the forthcoming Speed Management Program Study:
- Safety countermeasures and traffic calming treatments for 40 corridors across the city
- Reduce speed limits on divided major streets from 35 to 30 mph



Guidelines & Standards

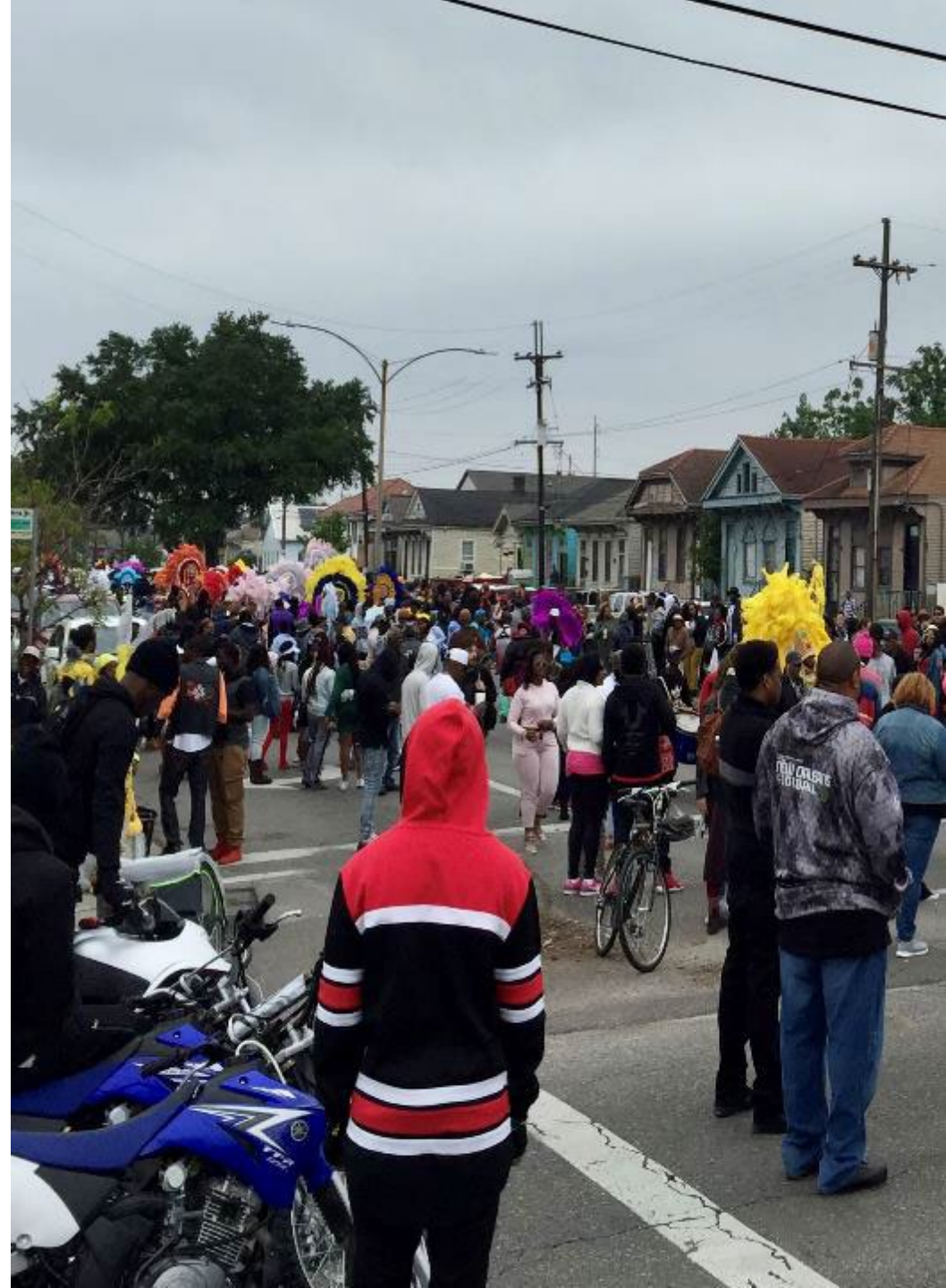
- Ensure the City's Complete Streets Policy is applied consistently to major projects, resurfacing, and maintenance projects
- Update the City's Roadway Design Guide to align with SS4A Safety Action Plan goals and Complete Streets Policy



Elysian Fields at Dauphine Street

Communication & Education

- Develop a comprehensive public communications safety campaign
- Support and encourage activities and events that promote active transportation, transit, and shared mobility
- Host safety-focused trainings for City staff



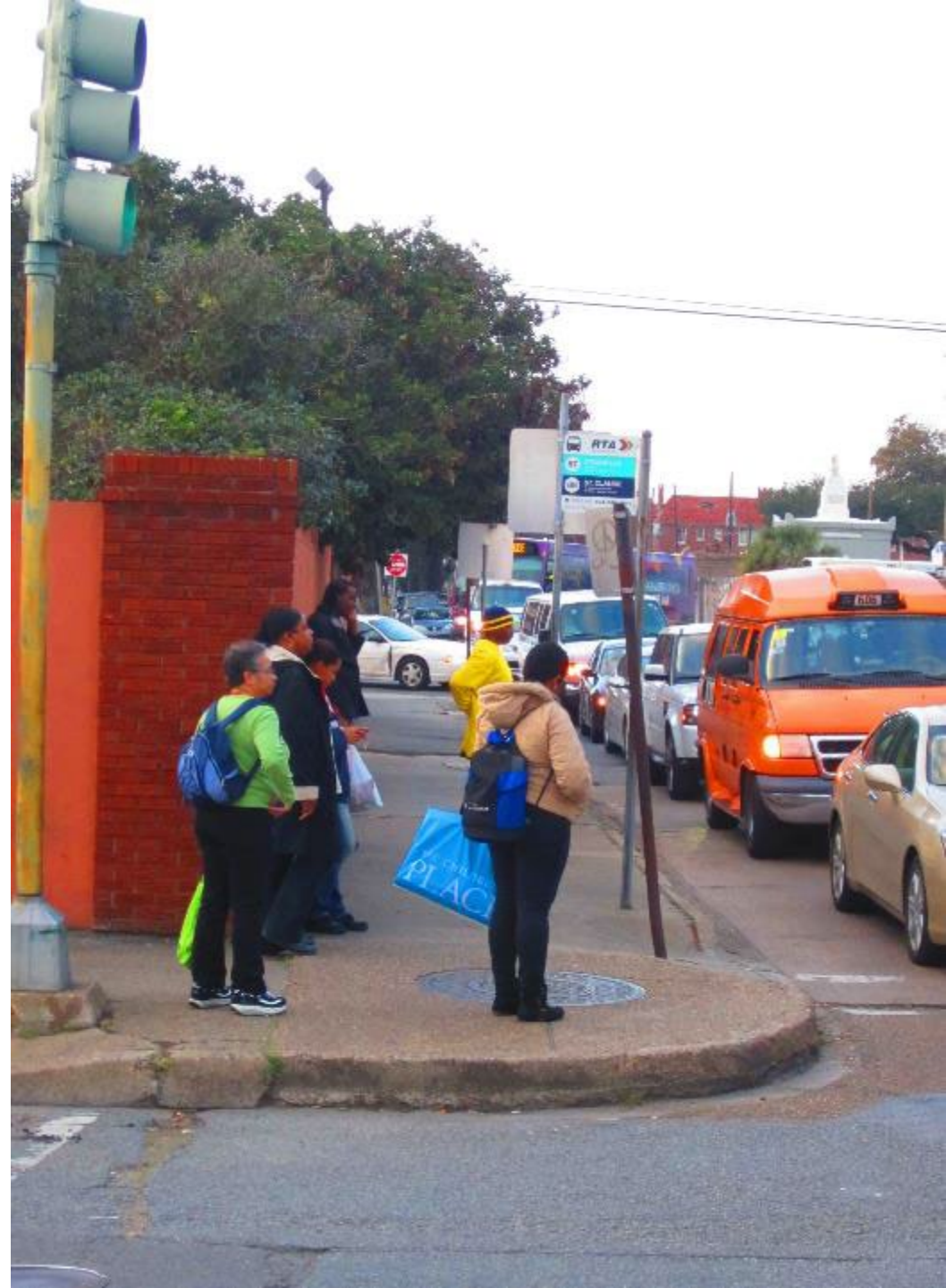
Coordination & Partnerships

- Coordinate with LaDOTD to improve local involvement in the Highway Safety Improvement Program (HSIP)
- Collaborate with leadership, nonprofits, and other grassroots organizations to foster interagency coordination during project engagement



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Coordination & Partnerships

- Deploy short-term, tactical urbanism projects on local neighborhood streets
- Create a "Transportation Safety" coordinator position within City government



Emergency Response & Enforcement

- Support proactive coordination between NOPD, Orleans Parish Communication District, and Real-Time Crime Center to investigate hit and runs
- Update City protocols for crash data reporting and documentation



Emergency Response & Enforcement

- Focus enforcement on behaviors that contribute to severe crashes on New Orleans streets
 - Speeding and aggressive driving
 - Distracted driving
 - Hit and run
 - Impaired driving



Maintenance & Operations

- Develop a sidewalk maintenance program to fill short gaps
- Roadway Lighting Study:
 - ID roadway lighting deficiencies
 - ID lighting needs for VRU safety
 - Propose lighting, projects, and policies based on best practices for safety



Lighting along Lafitte Greenway

Implementation & Accountability

- Establish funding for pedestrian, bicycle, transit, and vehicle counts to support safety investments
- Align and promote the work of the SAP Advisory Committee, Complete Streets Working Group, and Fatality Review Committee



Implementation & Accountability

- Prioritize investments in low-income communities, communities of color, immigrant communities, and communities with fewer transportation options
- Upgrade the City's dashboard to include SS4A Safety Action Plan progress, ongoing projects updates, and crash data



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Temporary walkway along Canal Street

Funding SAP Implementation

- Local Funding:
 - More accessible, potentially faster, more flexible on City streets and for City priorities
 - City General Fund
 - Project Bonds
 - TIF or other focused funds
- State Managed Funding:
 - Able to address state routes (including many HIN streets); potentially less accessible
 - State Capital Outlay Program
 - Safe Routes to Public Places Program (SRTPPP)
 - Highway Safety Improvement Program

Funding SAP Implementation

- Federal Formula Funding:
 - Generally accessible, able to cross jurisdictional boundaries, likely larger than local funds
 - Transportation Alternatives Program
 - Surface Transportation Block Grants
- Federal Discretionary Funding:
 - Large, multi-year grants; may help support additional SS4A plan implementation; may be highly competitive or less accessible
 - Safe Streets & Roads for All

Key Roles

- Action Items: Each is a discrete, specific effort with details for implementation.
- Timeframe: General times for the level of effort for completing each action.
- Major Needs:
 - Additional staffing at the City or action lead
 - Additional study or research to initiate an action
 - Any partnerships between departments, agencies, or roadway owners
 - Legislation or policy needed to enable, initiate, or support an action
- Cost: Anticipated range of costs associated with each step (i.e. \$ / \$\$\$ / \$\$\$\$)
- Emphasis Area: Actions aimed at specific safety needs (e.g., vulnerable road users, turning movements, etc)



Performance Measurement

Outputs: SAP Implementation

- Number of High Injury Network (HIN) segments addressed via Studies/Audits and Projects
- Mileage of new or upgraded sidewalks and numbers of new crosswalks
- Average travel speeds in the city
- Trips shifted to non-automobile modes in the City
- Number of people reached through road safety outreach and education campaigns

Performance Measurement

Outcomes: Crash & Safety Trends

- Total number of Fatal and Serious Injury (FSI) crashes
- Trends of all crashes and FSI crashes by year
- Crashes by mode of travel and crash types
- Crashes on and off the High Injury Network (HIN)
- Crashes occurring on roadways adjacent to communities with high levels of equity concerns



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Next Steps



Next Steps



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Next Steps

- SS4A Public Meeting
 - Wed. December 10
 - 5:00 – 6:30 PM
 - Algiers Regional Library
 - 3014 Holiday Drive
- SS4A Public Meeting
 - Thurs. December 11
 - 6:00 –7:30 PM
 - Goodwill East
 - 5770 Read Boulevard

Visit the Safety Action Plan website: nola.gov/ss4a



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Mentimeter Poll

Q & A



Safety Action Plan Online Survey

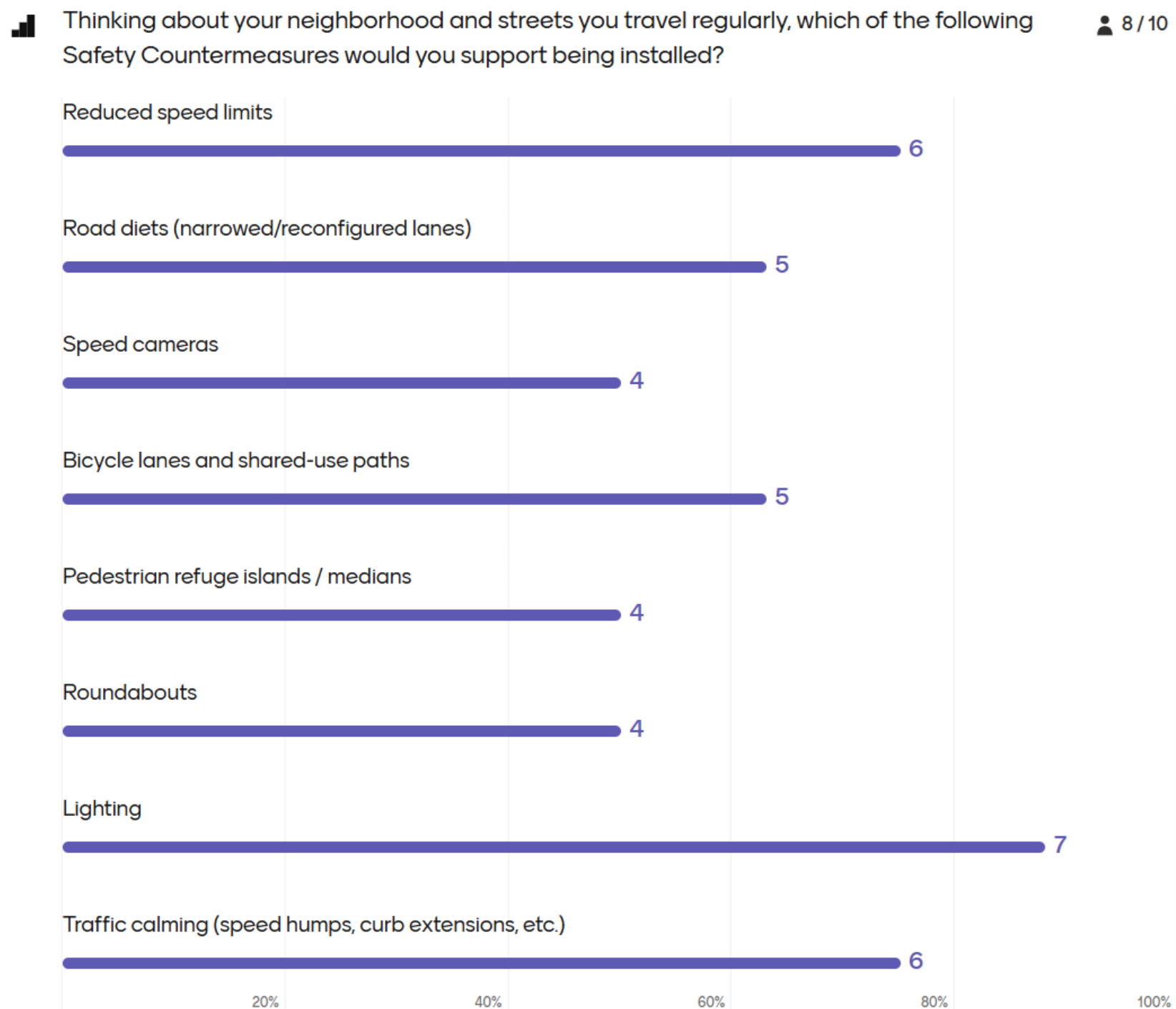
- Scan, click, or visit the project website to access the [Safety Action Plan online survey](#) – share your input on plan priorities and safety information.

Scan the code to take the New Orleans
Safety Action Plan online survey.



Meeting Poll Results

- We asked meeting participants the survey questions using Mentimeter.
- The following slides include their responses.





Safety Priorities: Which type of investments do you believe will have the biggest positive impact on roadway safety in New Orleans?

> 1 Operational improvements to existing infrastructure

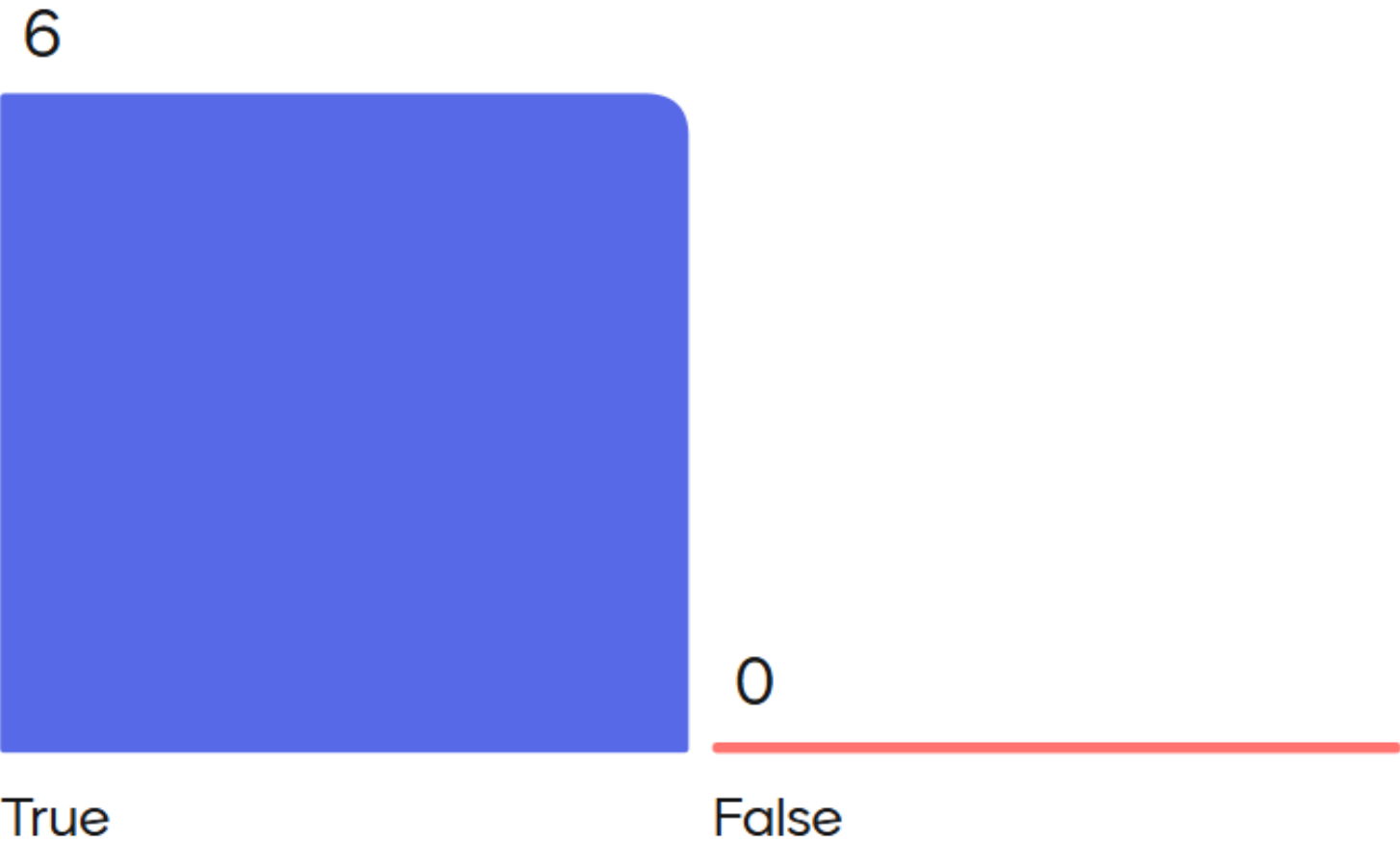
> 2 Major safety infrastructure projects

> 3 Increased enforcement of the most dangerous roadway behaviors

> 4 Safety communications and educational campaigns focusing on safe road behavior

> 5 Improved post-crash care and emergency services

True or False: I know where to go or who to reach out to at the city to share my transportation safety issues or concerns.





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Thank you for joining us today!

www.nola.gov/ss4a

