

# Safe Streets for All (SS4A) Safety Action Plan

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**Virtual Public Meeting**

November 20, 2025



**Resilience +  
Sustainability**  
CITY OF NEW ORLEANS



# Introducing (some of) the Team

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- 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

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- *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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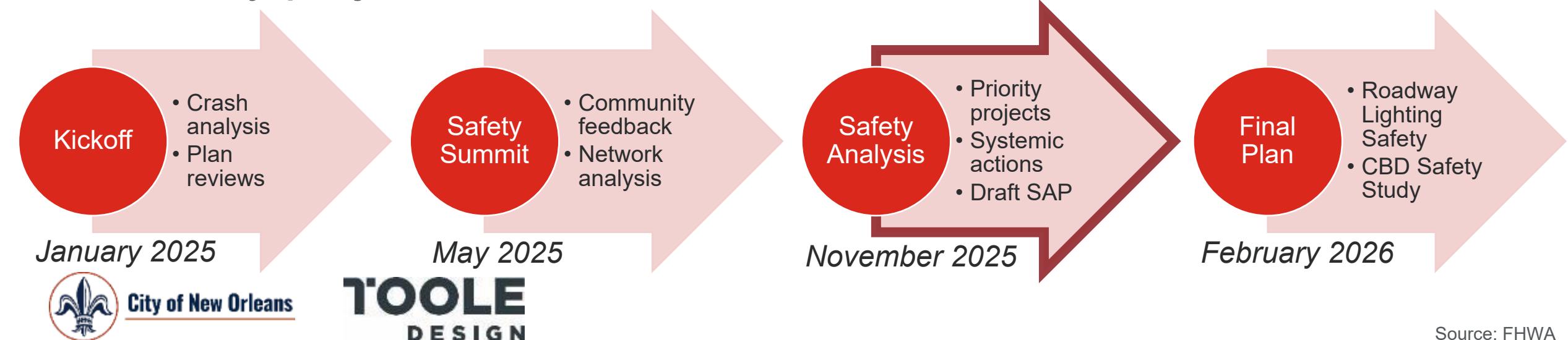
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# SS4A Safety Action Plan (SAP) Process

- 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





# Safe System Approach Overview

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# Changing Our Approach

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## 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

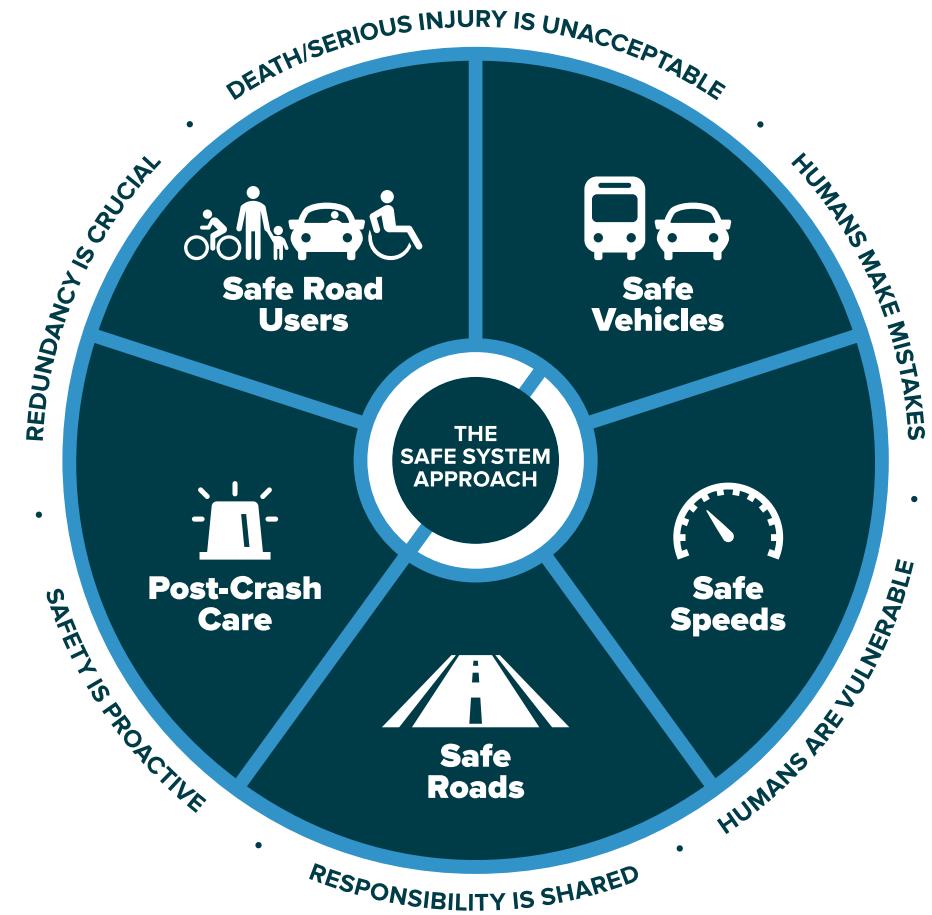
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## Safety Action Plan Approach

- 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

# 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





# Safety Action Plan Vision, Goal, & Objectives

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*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

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- 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



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Elk Place at Canal Street



# Safety Analysis Findings

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# Crash Data Analysis (2019 – 2023)

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## ***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***

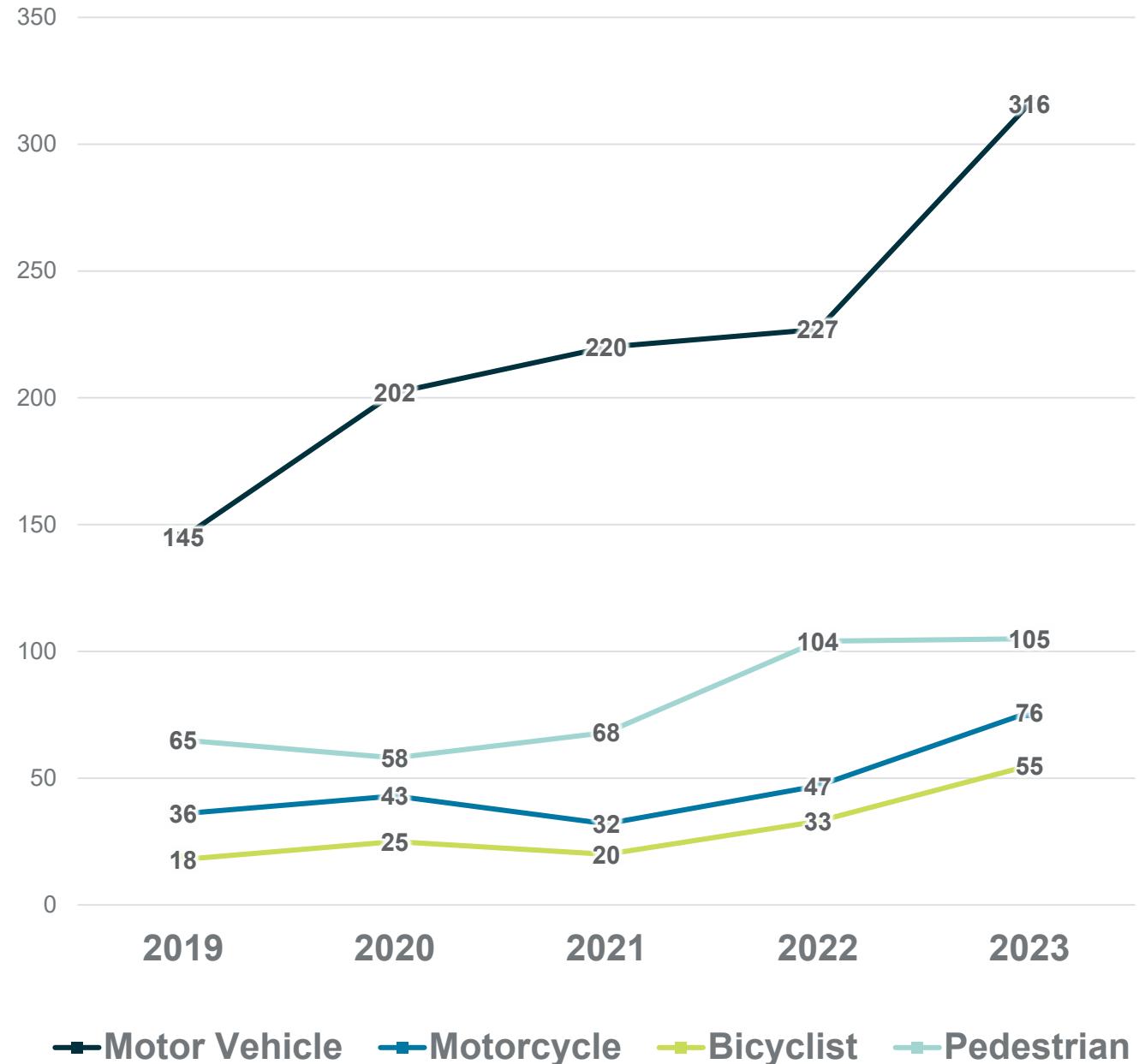


**2,161 people** died or were seriously injured on New Orleans streets between 2019 and 2023 – an average of over **432 people** each year, over **8 people** each week, and **at least one person every day**.

## Fatal and Serious Injury Crashes

### Safety Over Time

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

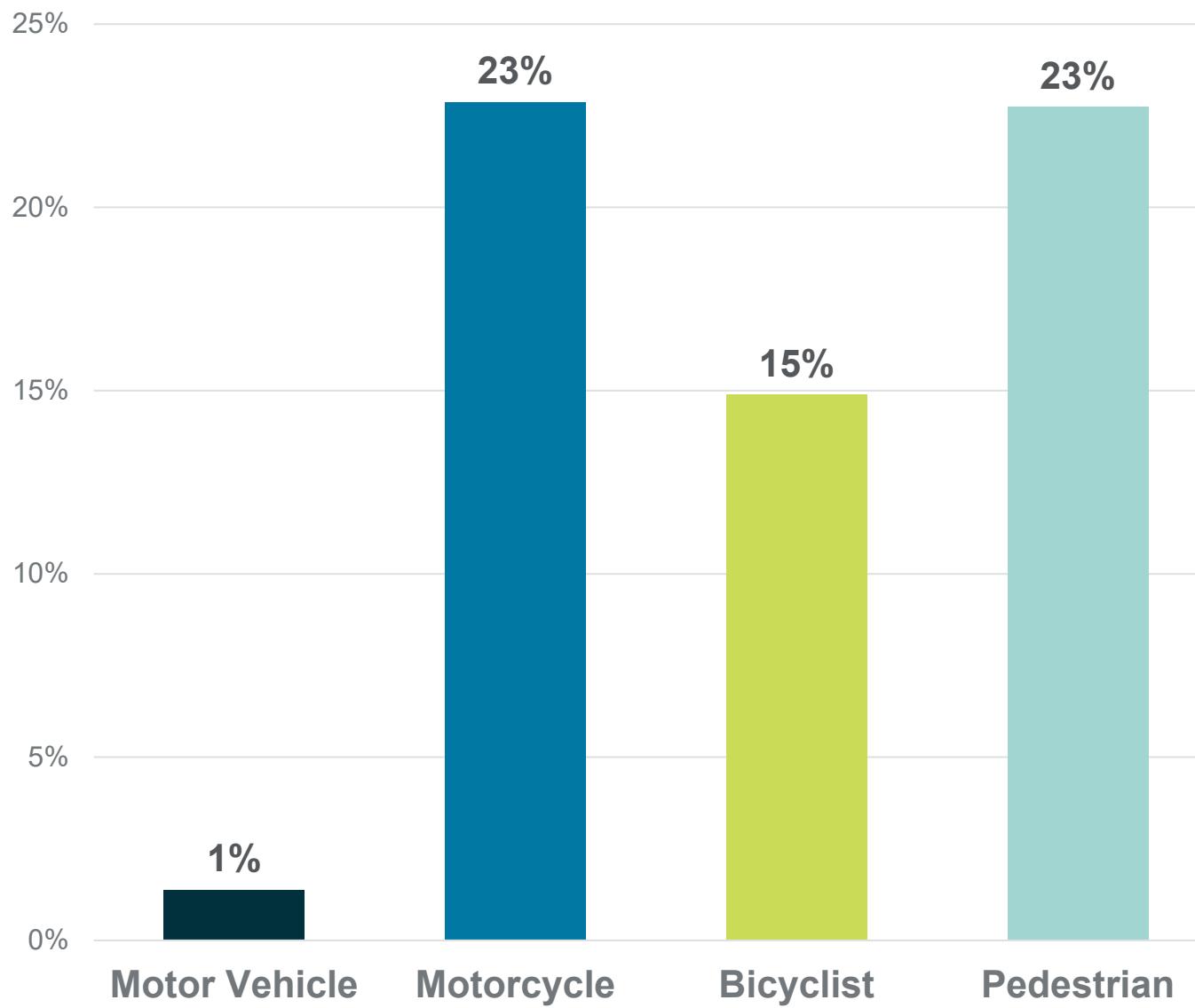


## Severity by Mode

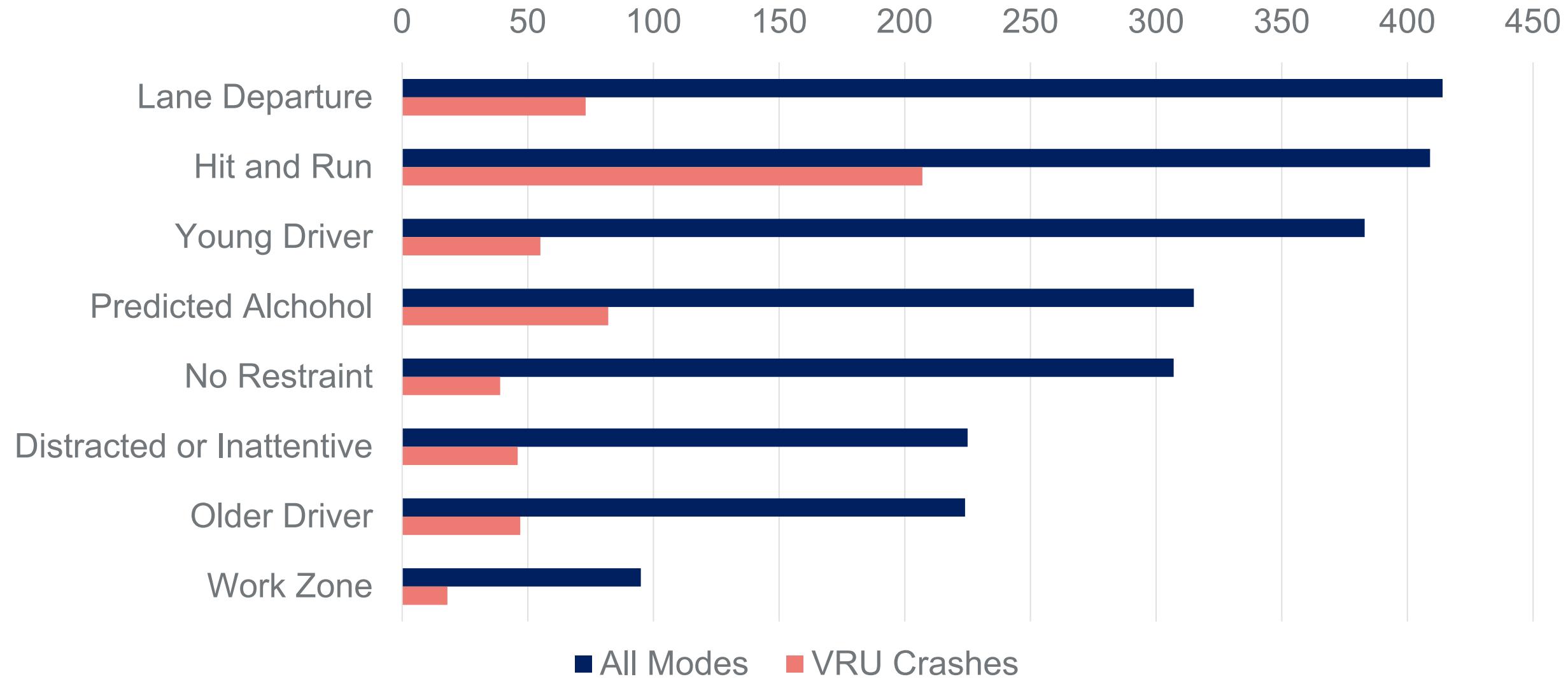
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- People walking, biking, or riding motorcycles are far more likely to experience severe outcomes when involved in a crash

Percent of Crashes Resulting in Fatal or Serious Injury by Mode



## Factors Contributing to Fatal and Serious Injury Crashes



# Safety Analysis – Key Takeaways

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- 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 PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

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

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

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

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

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

■■ 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 MARIE FAZIO | Staff writer | Dec. 13, 2023 | 2 min to read

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

By MARIE FAZIO | Staff writer | Dec. 13, 2023 | 2 min to read

Man dead in Treme car crash  
Orleans police say

By ROBERT LACOUTURE | Staff writer | Dec. 13, 2023 | 2 min to read

Car crashes into business in Touro area, injured, New Orleans police say

By ROBERT LACOUTURE | Staff writer | Dec. 13, 2023 | 2 min to read



Giselle Smith and Semaj Morris

(Source: nola.com)

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

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

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

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

■■ 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 PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

One dies in I-10 crash near Elysian Fields say

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

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

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

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

By PORT WOLFE | Staff writer | Dec. 13, 2023 | 2 min to read

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

BY KAREN LAMBERT | STAFF WRITER | Aug. 1, 2018 | 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 STEPHEN HARRIS | STAFF WRITER | Aug. 1, 2018 | 2 min to read

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

BY JESSICA MELTON | STAFF WRITER | July 29, 2018 | 2 min to read



**Michael Milam**  
(Source: nola.com)

Woman on bicycle struck and killed on Tulane Avenue

BY STEPHEN HARRIS | STAFF WRITER | July 26, 2018 | 2 min to read

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

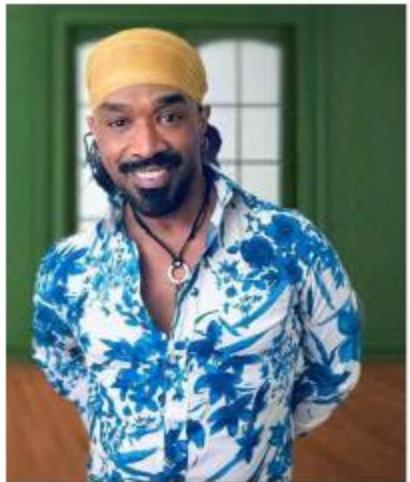
BY KAREN LAMBERT | STAFF WRITER | July 23, 2018 | 2 min to read

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

BY KAREN LAMBERT | STAFF WRITER | July 20, 2018 | 2 min to read

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

BY MISHA WEINER | STAFF WRITER | Aug. 1, 2018 | 2 min to read



**Miron Lockett**  
(Source: nola.com)

■■ 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! ■■



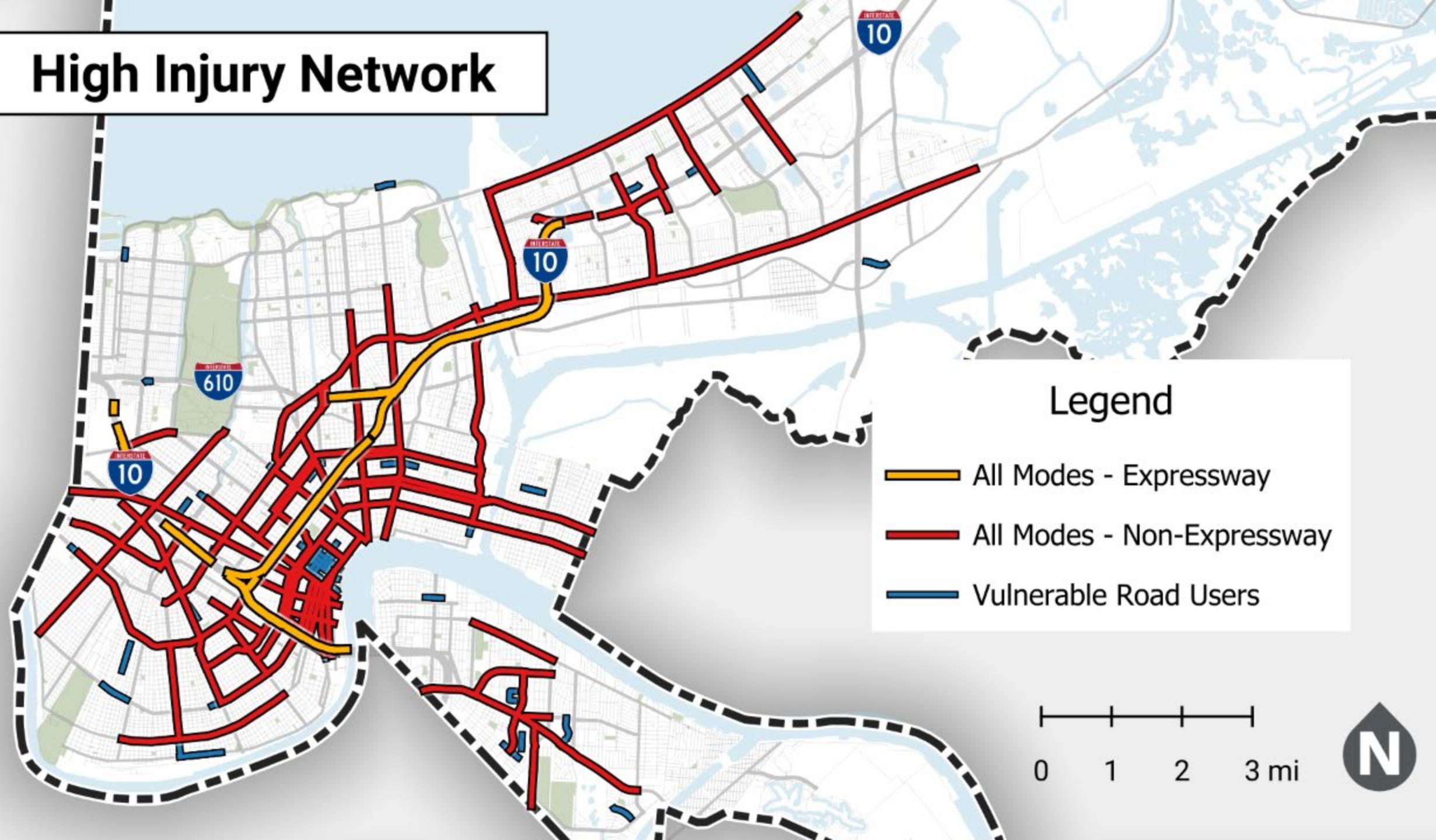
# High Injury Network

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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%



# Priority Safety Network and Projects

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# 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

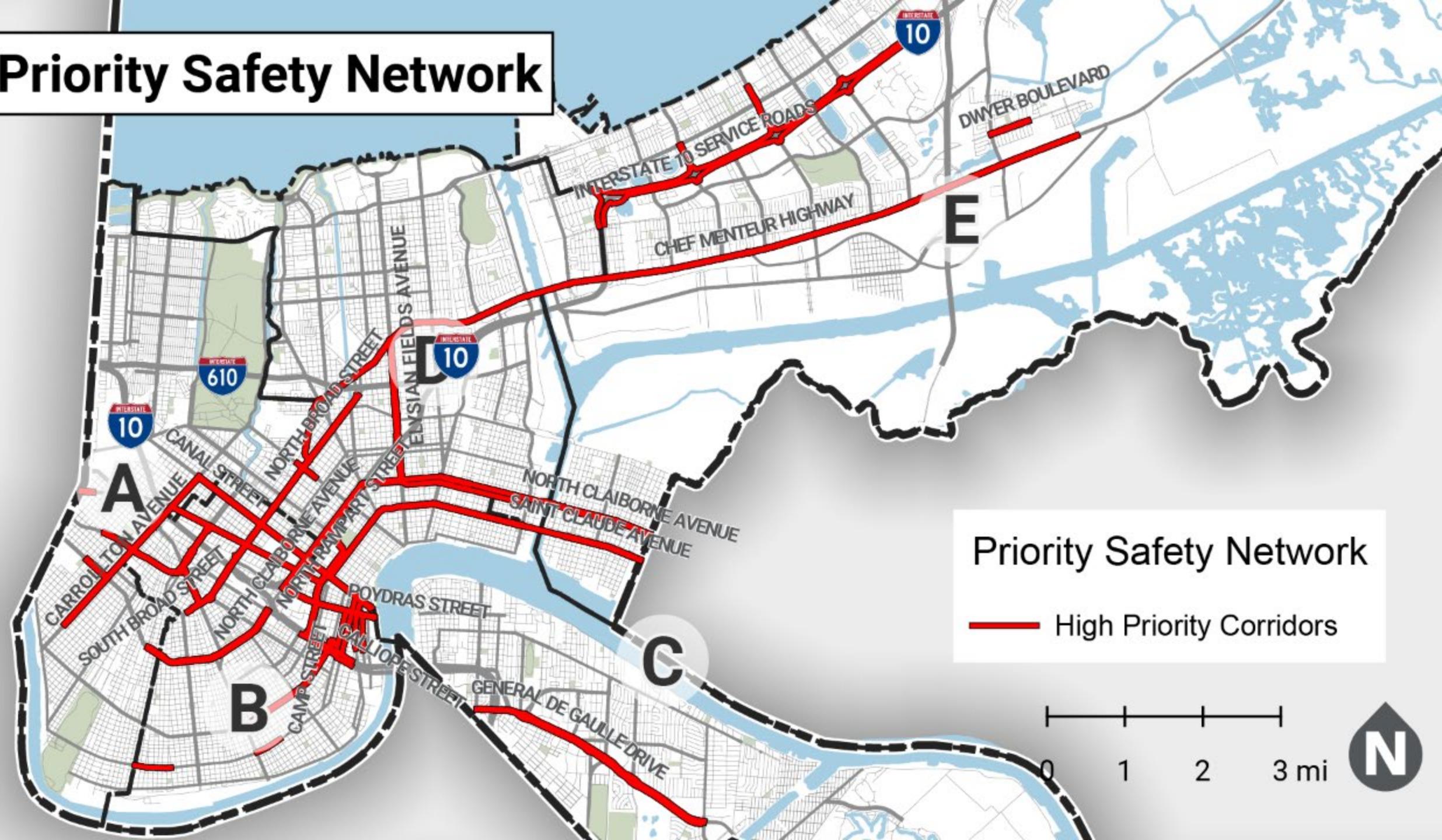
Metric	Weight
<b>On the Overall High Injury Network (HIN)</b> Locations that are on the Overall HIN	20%
<b>Identified in the Risk Assessment for people walking, biking, and motorcycling</b> Locations that are in the top 5% of risk scores	20%
<b>Identified in the All-Modes Risk Assessment</b> Locations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



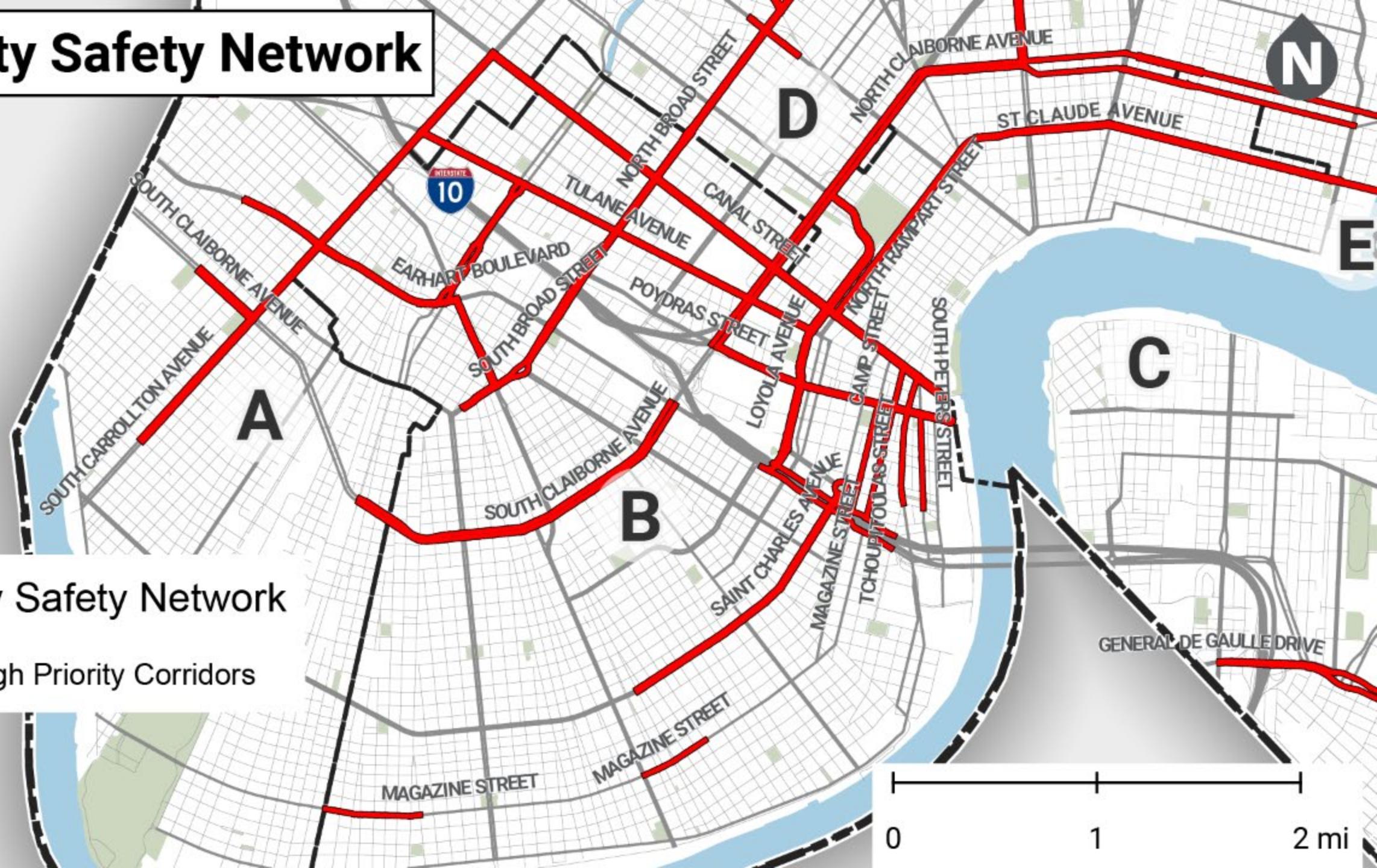
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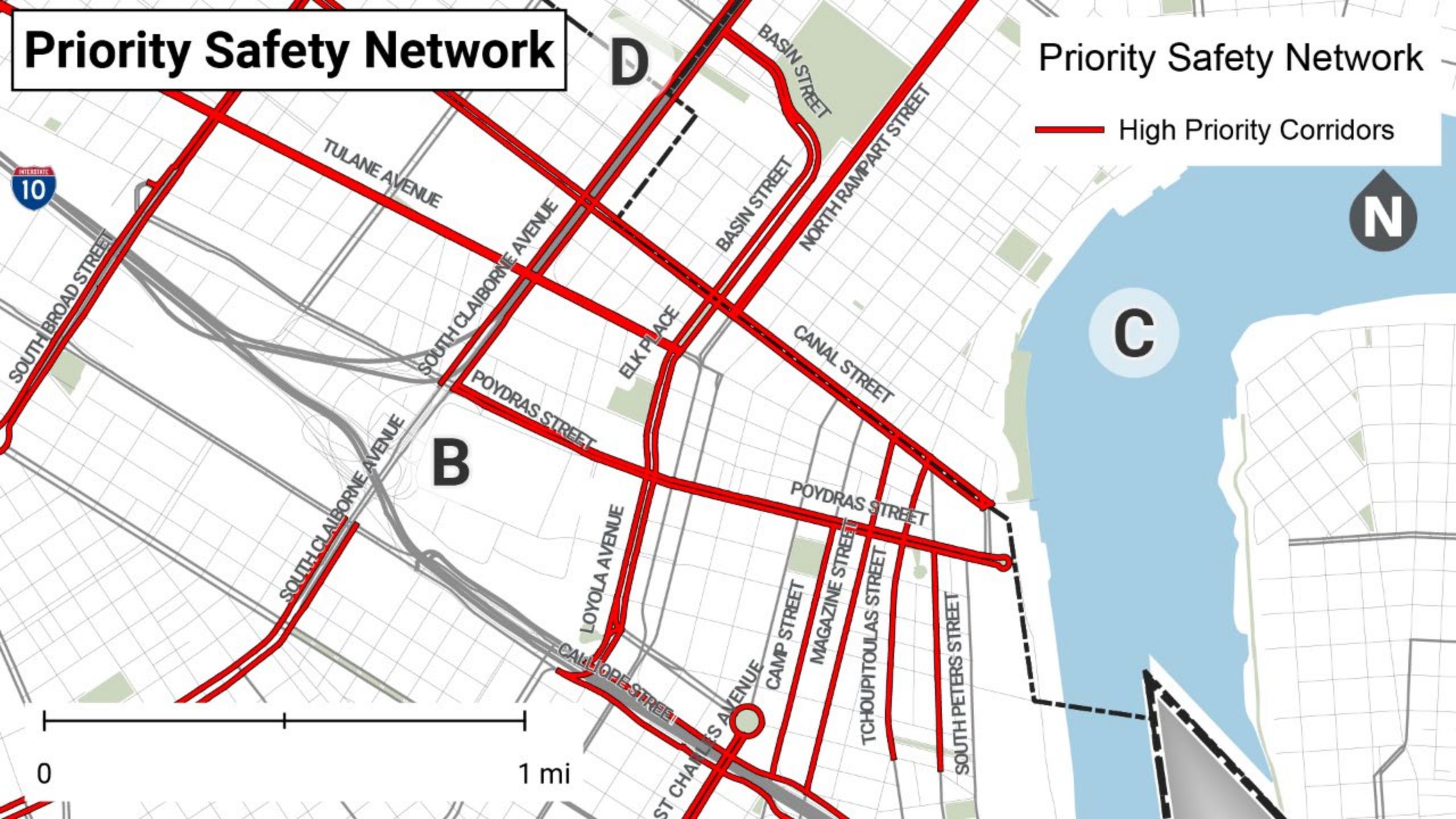
# Priority Safety Network



# Priority Safety Network

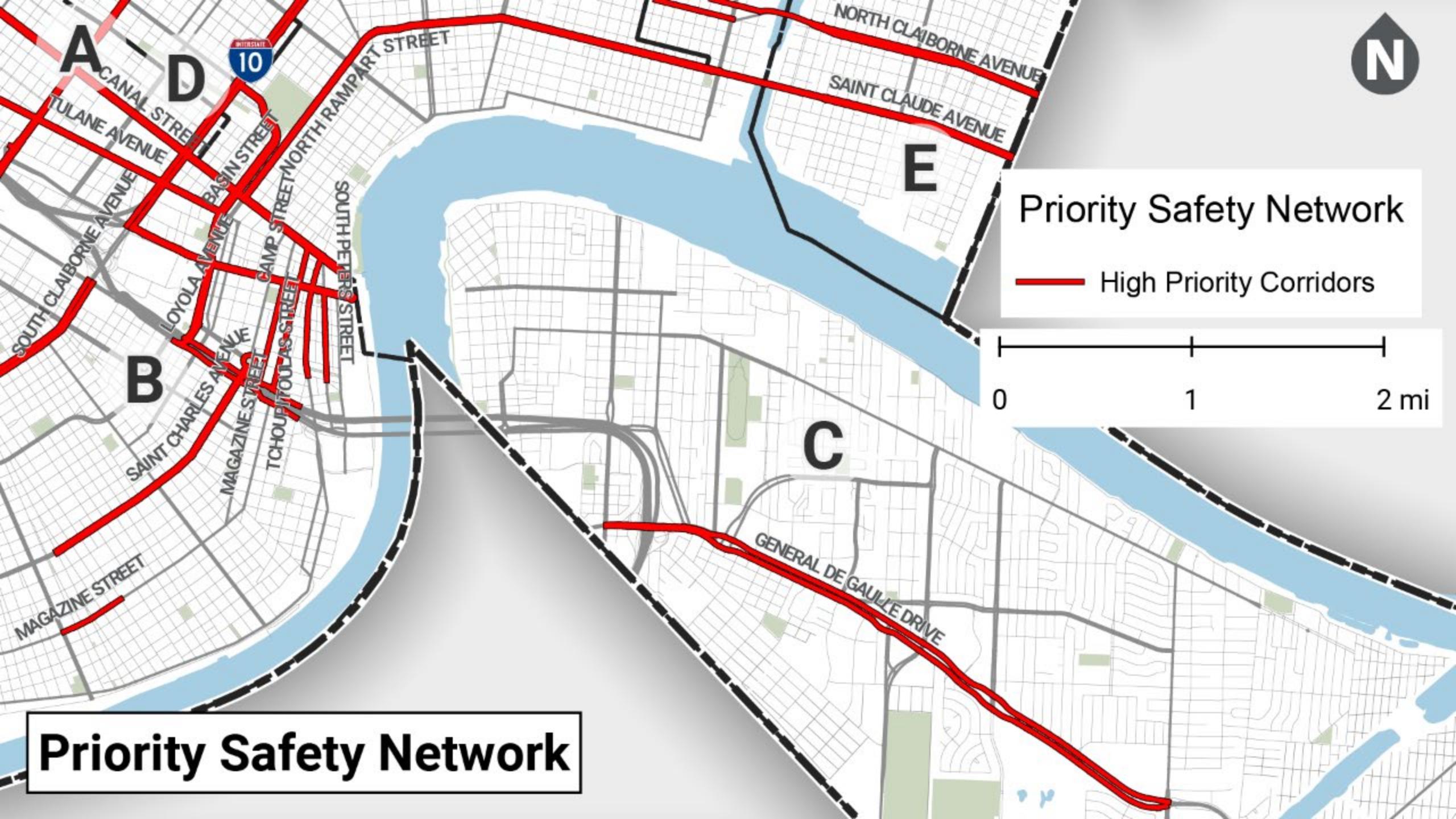


# Priority Safety Network

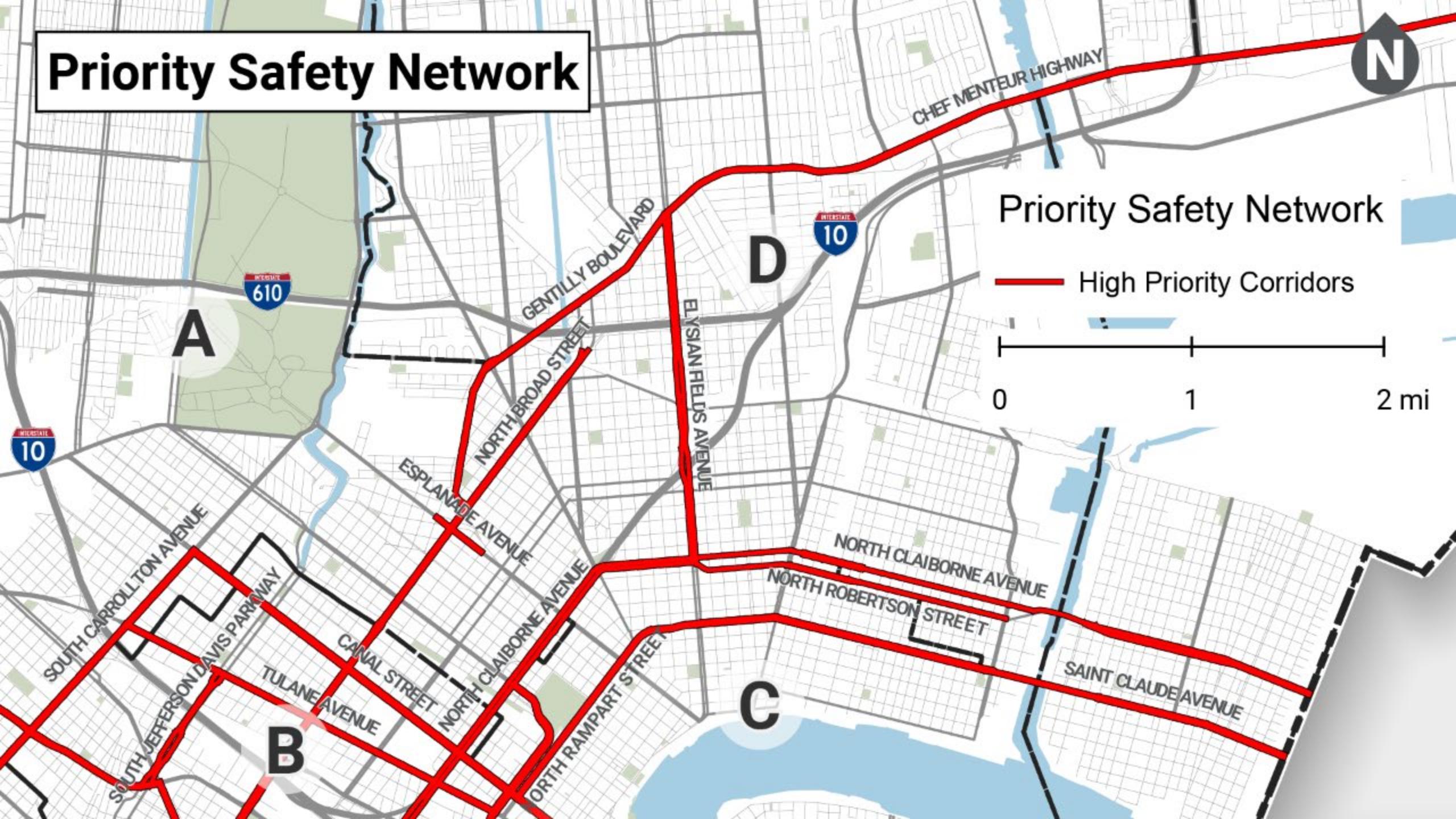


# Priority Safety Network

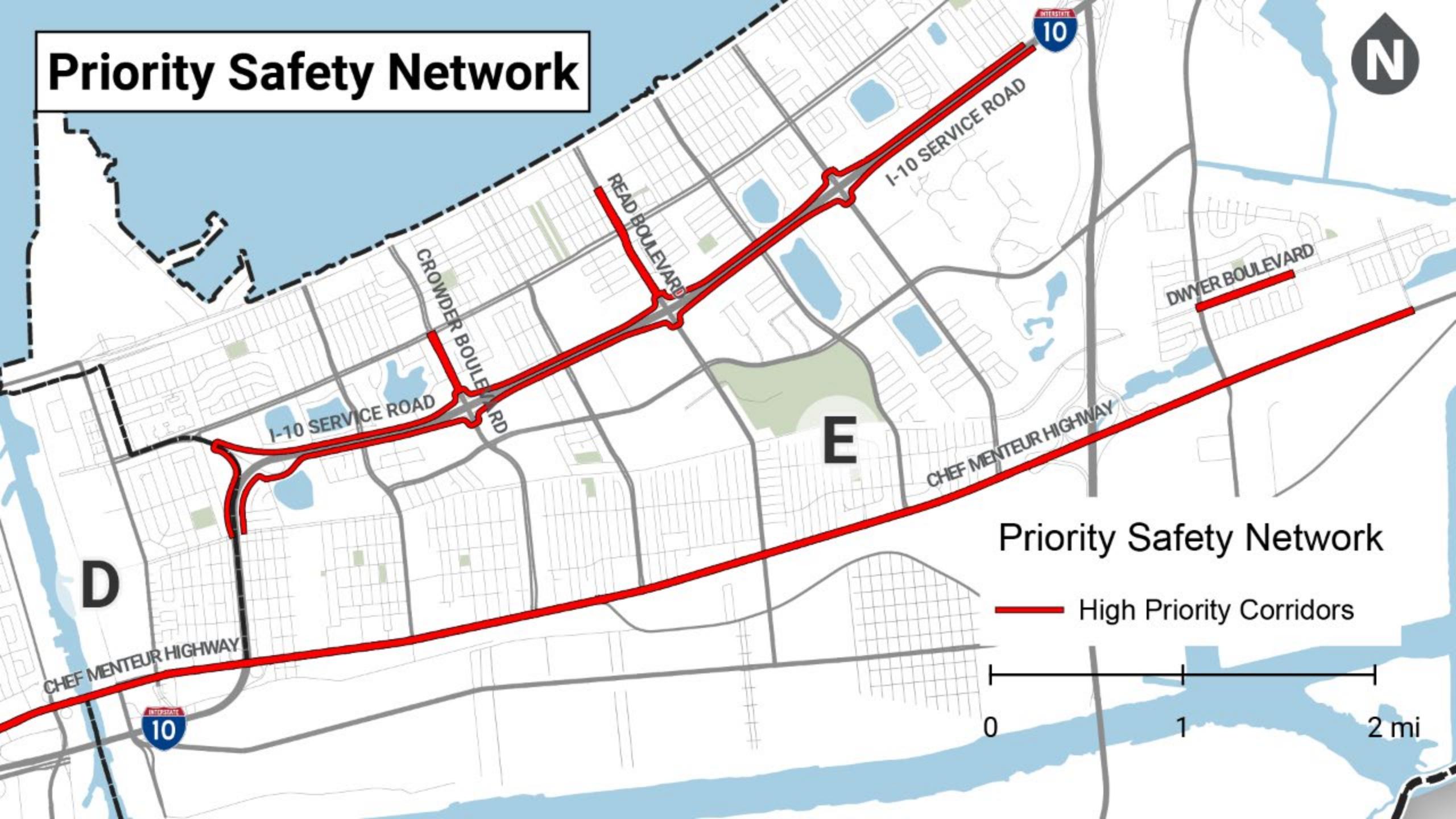
High Priority Corridors



# Priority Safety Network



# Priority Safety Network



# Proven Safety Countermeasures

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- **Speed Management**
  - Appropriate Speed Limits
  - Road and Lane Diets
  - Speed Detection
- **Pedestrian/Bicyclist**
  - Refuges
  - Bike Lanes
  - Leading Pedestrian Interval



# Proven Safety Countermeasures

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- **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



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# Example Safety Countermeasures

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



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# I-10 Service Road & Crowder Boulevard

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## Prominent Crash Types:

- Rear-end
- Lane Departure
- Pedestrian

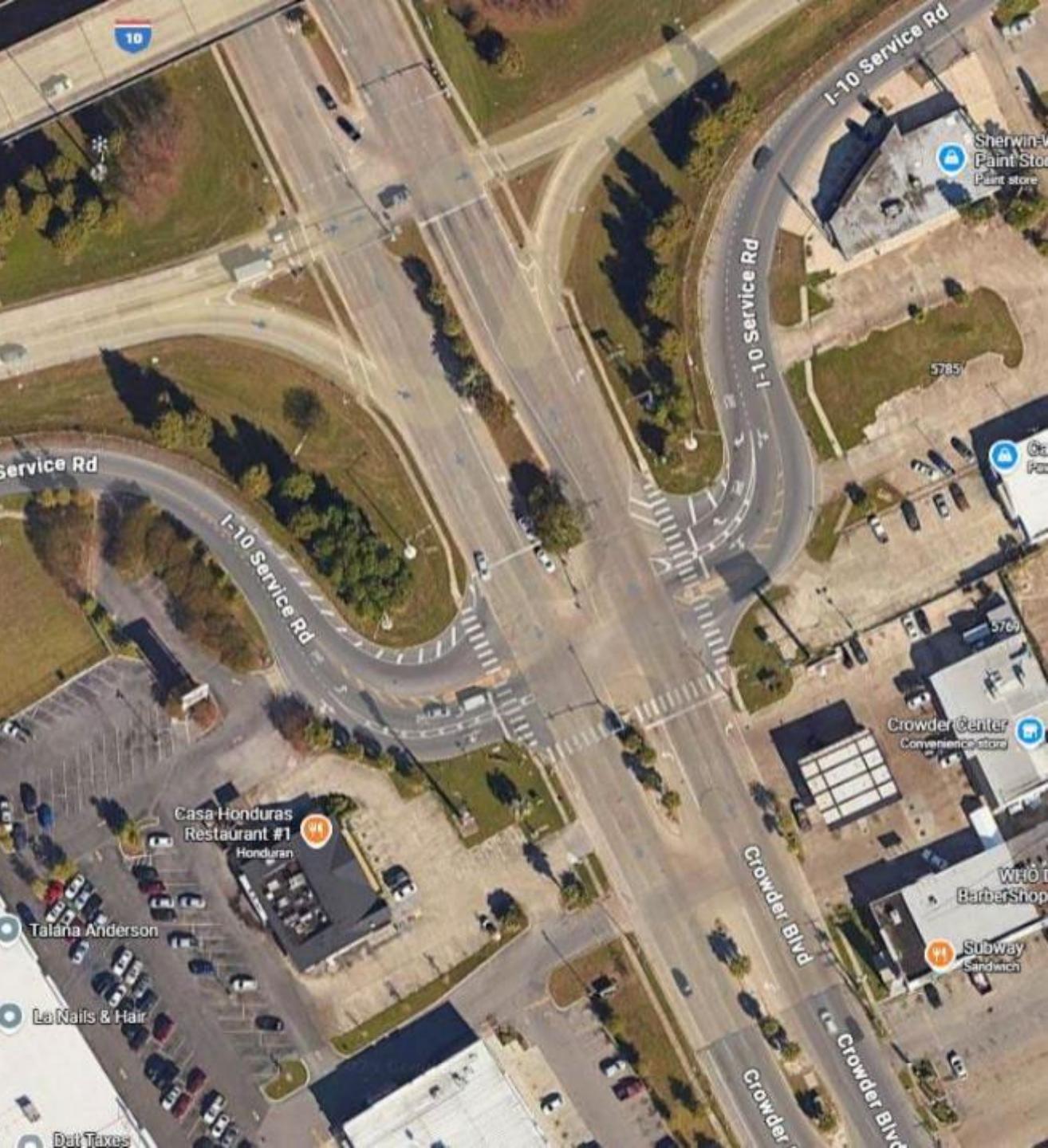
## Description:

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



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# Example Safety Countermeasures

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- 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

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# Crossings & Intersections

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- 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



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Magazine Street at Audubon Park

# Speed Management

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- 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



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# Guidelines & Standards

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- 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



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Elysian Fields at Dauphine Street

# Communication & Education

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- 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



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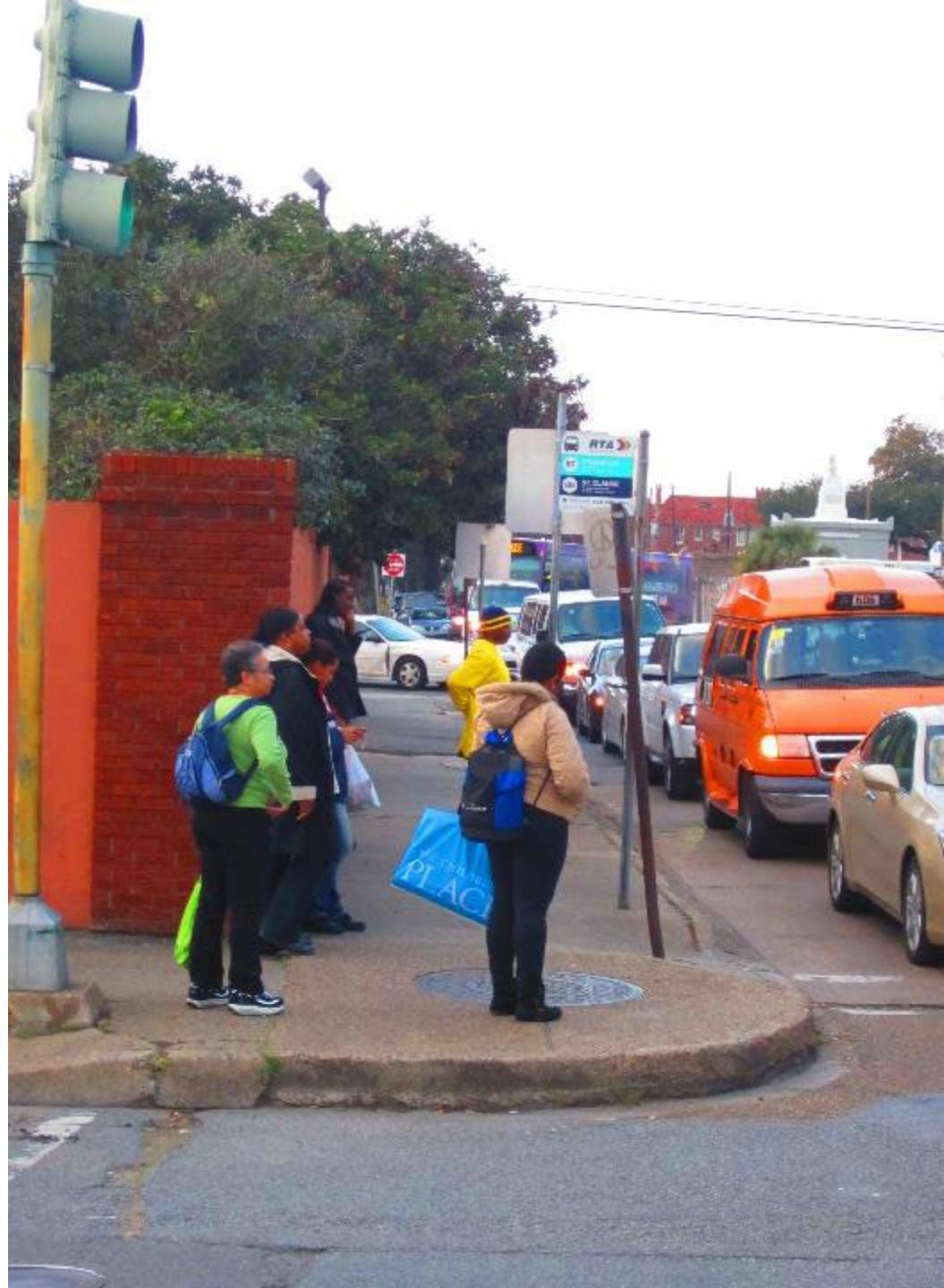
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# Coordination & Partnerships

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- 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

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



## Emergency Response & Enforcement

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- 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



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## Emergency Response & Enforcement

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



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# Maintenance & Operations

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- 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

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- 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



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SS4A Safety Summit, May 2025

# Implementation & Accountability

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- 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



Temporary walkway along Canal Street



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# Funding SAP Implementation

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- 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

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- 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

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- 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

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## 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

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## 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



# Next Steps

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# Next Steps



# Next Steps

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- 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](http://nola.gov/ss4a)



# Mentimeter Poll Q & A

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# Safety Action Plan Online Survey

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- 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.

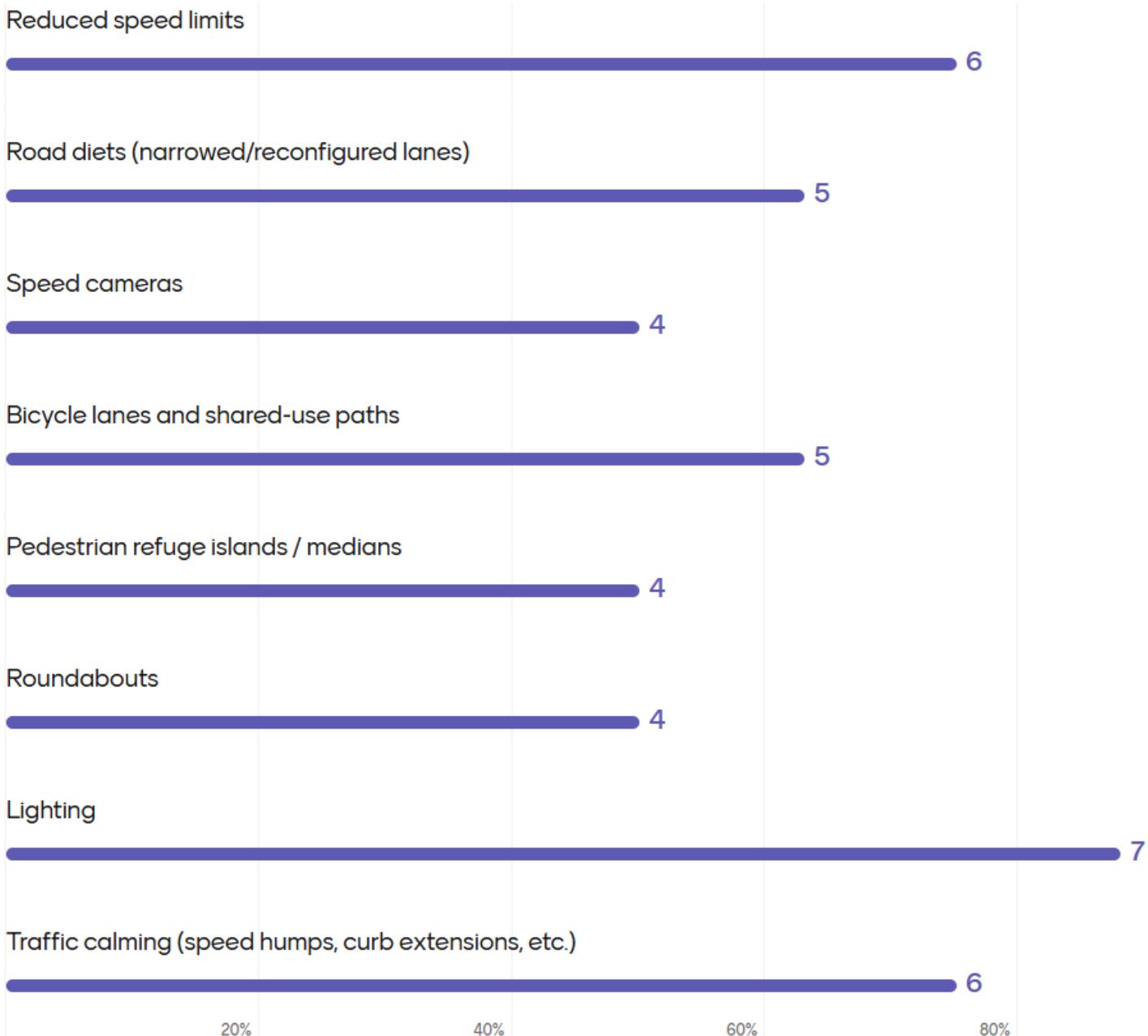




## Meeting Poll Results

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



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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.**

6



True

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False



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# Thank you for joining us today!

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[www.nola.gov/ss4a](http://www.nola.gov/ss4a)

